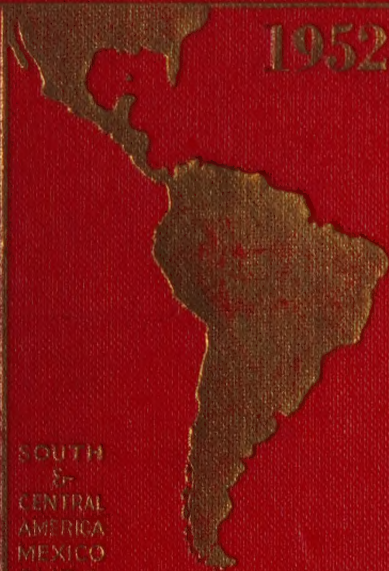


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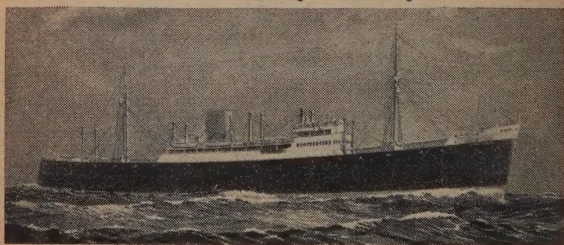
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This may be regarded as one of the outstanding examples evincing the venturesome spirit which built up the Country's economical relationships throughout the World, and in this instance led to a marked expansion of trade between the United Kingdom and the Republics on the Western side of the South American Continent.

Impetus to the development of rich natural resources in those countries was given by the introduction and extension of inter-coastal services, so that the Company played an important part in fostering the commercial progress, which was mainly dependent upon sea-borne facilities.

A link between Liverpool and the West Coast of South America, via Magellan Straits, was forged by the inauguration of a direct service in 1866, but the opening of the Panama Canal, in 1914, induced the Company to favour that route for their main Passenger and Freight services.

"REINA DEL PACIFICO," the name of the Company's largest liner, is a household word in South America, and her well deserved popularity is borne out by the warm welcome accorded her over the route. This 17,892 ton motor liner is the largest, fastest and most luxurious liner linking Europe with the West Coast of South America. Gracefully and sumptuously designed, the "REINA DEL PACIFICO" continues to earn golden opinions from travellers all over the world.

In the latest stages of the Second World War it was decided to embark on an ambitious re-building programme, to include a fleet of modern cargo/passenger liners. These important additions to the Company's tonnage are now in service, known as the "S" vessels, "SANTANDER," "SALAVERRY," "SALINAS" and "SALAMANCA". Accommodation of superior character is provided for 12 passengers, including double rooms with bath, etc., and single bedrooms with shower, etc. There are two additional "S" vessels, viz : "SAMANCO" and "SARMIENTO" of the same up-to-date type for cargo purposes, but only three passengers are carried.

Later additions in service are "Flamenco," "Kenuta" and "Cuzco," each carrying a maximum of 12 passengers, but all rooms having private bathroom adjoining. A further three vessels, of the same high standard, have been ordered, which will be named "Orcoma," "Ortega" and "Orita".

The Company serve Bermuda, Bahamas, Havana, Jamaica, Colombia, Panama Canal, and South Pacific Ports; an innovation being regular calls by m.v. "Reina del Pacifico" at Cartagena, on outward and homeward voyages, and thus offering a direct passenger service between the United Kingdom, France and Spain with Colombia.

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Geographically no port in the British Isles can offer any advantage over the Ports of South Wales at Cardiff, Swansea, Newport, Barry and Port Talbot. They are the NEAREST BRITISH PORTS TO SOUTH AMERICA, and are naturally placed to serve not only South Wales, but the densely populated, and highly industrialised Midlands of England. Within a radius of 150 miles of these large docks there is a population of 30,000,000 people.

Eight hundred and sixty-four acres of deep water, with twenty-eight miles of superbly-equipped quayside, are available at these ports, which can accommodate the largest vessels operating in the Merchant Fleets of the World to-day.

Each dock is equipped with modern electric and hydraulic quayside cranes and appliances for the handling of all types of bulk and general cargoes, and floating cranes are provided with lifting capacities up to 100 tons.

Large transit sheds, equipped with electrical appliances such as belt-conveyors, pilers, fork lift trucks, etc., for the rapid handling of goods in transit, are a feature of the general cargo berths at these ports.

The general cargo trade is of the widest possible description, and includes Iron and Steel manufactures of all kinds, Oil and Motor Spirit, raw and semi-manufactured materials for every industry (including Copper, Silver, Lead, Nickel, Iron, and other Ores), Concentrates, Pitwood and Mining Timber, other Timber of all kinds, Chilled and Frozen Meat, Grain, Fruit, Foodstuffs of all kinds, Chemicals, Machinery, Livestock, bonded goods of all kinds, and miscellaneous goods of all descriptions.

The South Wales Ports are famous for the shipment of Welsh Coal, and in the heyday of this trade over 40,000,000 tons of coal were shipped through these ports in one year.

CARDIFF.

The more recent history of Cardiff Docks dates from the year 1830, when the Marquis of Bute applied for Parliamentary powers to construct what is now known as the West Dock. Nowadays Cardiff Docks extend to 165 acres of deep water and comprise the Queen Alexandra Dock, Roath Dock and Basin, East Dock and Basin, and West Dock and Basin.

Grain, Meat, Fruit and General Cargo are dealt with in large quantities, and in one year alone the total imports and exports dealt with have exceeded 13½ million tons.

Cardiff is one of the few ports licensed for the importation of cattle, and the Dock Authority have large cattle lairs, abattoirs and sale-room, etc., capable of accommodating some hundreds of head of store and fat cattle, in addition to sheep and pigs at the same time. There is also a large Cold Store capable of accommodating 10,000 tons of frozen meat.

SWANSEA.

The docks at Swansea comprise five wet docks, *i.e.* King's Dock, Queen's Dock, Prince of Wales' Dock, North Basin, and South Dock and Basin, and has a deep water area of 269 acres.

The Port's interests were originally chiefly connected with the Iron and Steel and the Coal Trades. Nowadays, however, Swansea is well to the fore among the Country's general cargo ports.

A large Oil business, both import and export, is also dealt with through this Port in connection with the operation of the National Oil Refineries, who have large installations in the vicinity.

NEWPORT.

The Alexandra Docks at Newport have a total deep water area of 124½ acres.

The trade of this Port includes a large percentage of Iron and Steel Rails and Iron-work, Tinplates and General Merchandise exported, whilst the imports are made up of Iron and Steel Billets and Bars, Timber and Deals, Pitwood and Mining Timber, Grain and Flour, and a considerable quantity of General Merchandise.

BARRY.

There are three docks at Barry, known as Docks Nos. 1, 2 and 3, with a total deep water area of 114 acres. These docks are famous for the huge quantity of Coal shipped in normal times. A substantial trade is also carried on with imports of Grain and Flour, Pitwood and Mining Timber, Whale Oil, Petroleum, and Timber and Deals, as well as exports of Cement and quantities of General Merchandise of all classes.

PORT TALBOT.

A few miles East of Swansea are the Port Talbot Docks with a deep water area of 67 acres. They are responsible for large shipments of Coal in normal times, and also handle a very considerable traffic in imports of Iron Ore, semi-manufactured Iron and Steel, Pitwood, Timber and Deals, and exports of manufactured Iron and Steel, Carbide, etc.

PENARTH DOCK AND HARBOUR.

Penarth Dock is 26½ acres in extent, and the Harbour 55 acres, making a total of 81½ acres of deep water. They are included in the Customs Port of Cardiff.

The Headquarters of the South Wales Docks Group are situated in Cardiff, and further information will gladly be given to anyone interested in trade with Great Britain via The South Wales Ports, on application to A. E. H. Brown, Chief Docks Manager, South Wales Docks, The Docks & Inland Waterways Executive, Cardiff, South Wales.



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The Port of London and the great countries of South America are bound by ties of reciprocal trade through the ships of world-famous passenger and cargo liner companies maintaining regular services to and from London and all the main ports of South America.

In normal times all the staple exports of South America are among the commodities for which the Port of London specially caters.

SPHERE OF ACTIVITIES.

The present-day Port of London comprises 69 miles of the tidal River Thames, with a wide and deep navigable channel from the sea to the City, and five large dock systems having an aggregate area of over 2,000 acres, of which 712 acres are water area, with over 35 miles of deep water quays for the discharge and loading of ocean-going vessels.

THE DOCKS.

Storage accommodation, bonded and free, is provided for every class of merchandise and spacious transit sheds are available to deal expeditiously with every variety of cargo.

Facilities for specialised cargoes are a feature of the Port of London. Berths have been established for the discharge and direct delivery of South American beef and for the expeditious handling of green fruit.

Extensive warehouses with a floor area of approximately 40 acres are set aside for wool, including specially lighted top floors reserved for "show" purposes.

Bulk grain is discharged by fixed pneumatic elevators on the quayside or by floating elevators for overside delivery.

Mechanisation ensures efficient and expeditious service. In addition to electric quay cranes extensive use is made of mobile cranes, runabout and fork-lift trucks, weighing machines, etc. For heavy lifts the Port of London is equipped with a fleet of floating cranes with individual lifting capacity up to 150 tons. (*London Mammoth*).

The India and Millwall Docks, the Royal Victoria and Albert and King George V. Docks and the Tilbury Works are connected with the main lines of the British Railways and to meet the requirements of motor haulage there is direct access from the dock quays to the trunk highways of the country.

The Port of London deals with one-sixth of the total tonnage of shipping entering and leaving the ports of the United Kingdom.

PASSENGER TRAFFIC.

Although London is primarily a commercial Port the most up-to-date facilities are available for overseas passengers at the riverside Landing Stage at Tilbury. The largest liners using the port can be accommodated there at any state of the tide and special boat trains are run between Tilbury Riverside Station and the centre of London.

ADMINISTRATION.

The Port of London is administered by the Port of London Authority, a non-profit making Public Trust established by Act of Parliament in 1908.

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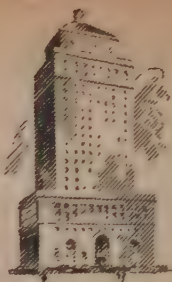
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The
SOUTH AMERICAN
HANDBOOK
1952

(Twenty-Ninth Annual Edition)

A YEAR BOOK AND GUIDE TO THE COUNTRIES AND
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MEXICO AND CUBA.

EDITED BY HOWELL DAVIES

*Founded upon "The Anglo-South American Handbook"
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PREFACE.

THIS is the twenty-ninth annual edition of **THE SOUTH AMERICAN HANDBOOK**. In pursuance of the policy announced last year, three more chapters have been entirely rewritten: those dealing with the Republics of Bolivia, Ecuador and Paraguay, and special sketch maps drawn for the last two. A general warning should be given that continued inflation may already have raised many of the fares, prices and tariffs given in the text.

Without constant help from many quarters such a book as this would be impossible. We wish in particular to thank the London Ministers and officials of the various republics, who have helped us immeasurably in keeping information up-to-date. Much aid has been given by the officials of the Foreign Office, the Colonial Office, the Commercial Relations and Exports Department of the Board of Trade, and the Chief Passport Officer. The Controller of Her Majesty's Stationery Office has graciously permitted us to take extracts from official British Reports and from the "Board of Trade Journal."

Each year, each section of the book is submitted for amendment to the representatives and agents abroad of Royal Mail Lines, Limited, and of the Pacific Steam Navigation Company. Between them they cover most of the area dealt with in the book. Their co-operation is beyond praise. The Dutch and French Governments have helped with the Guianas. Helpful, too, have been the officials of the many shipping companies, banks, railways and industrial companies rooted in the several republics. Some valued friends have sent us welcome corrections from personal experience on the spot.

An eye has been kept on all the journals dealing with Latin America. The following have been found particularly useful: "The South American Journal," "The South Pacific Mail," "The Peruvian Times," "The Review of the River Plate," the "West India Committee Circular," the "Commercial Review, British Guiana," "Brazil News," the publications of the Instituto Brasileiro de Geografia e Estadística, the Journals of the Brazilian and Argentine Chambers of Commerce, and the "Belgique Amerique Latine." It would be hypocritical not to admit that of them all the American "Foreign Commerce Weekly" is the most informative. For the rest, bank reports have been diligently looked through. Of these, we are most indebted to those produced by the Bank of London & South America, and by Ernesto Tornquist & Co., Ltd. The Research Department of the Bank of London and South America has been very helpful.

We cannot guarantee the complete accuracy of a book about a continent, which is so alive and changeful, but nothing has been set down or omitted in malice.

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GENERAL INTRODUCTION.

Latin America, which this book deals with, includes Mexico, the six republics of Central America, Cuba, and all the states of (and European colonies in) South America proper. Its area is about 8,500,000 square miles, or two-and-a-half times the size of Europe. It is some 7,000 miles from northern Mexico to the southern tip of Tierra del Fuego, a distance almost as great as from London to Cape Town.

The continent of South America, stretching 4,600 miles from north to south and some 3,000 miles from east to west at its broadest point, has an area of about 7,500,000 square miles, or one-and-three-quarters times the size of Europe and twice as large as either China or Australia. The population of its twenty states is roughly estimated at 125,000,000. The population of all Latin America (152,800,000) is greater than that of the United States.

Physiographical Features. The mountains of North America continue southwards into northern Mexico but are abruptly cut across by a lateral chain of very high volcanoes. For some distance southwards (in southern Mexico, Guatemala and Honduras), a region of folded and faulted rocks running roughly east to west conforms structurally to the rock outcrops in the West Indian

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islands. Two chains of volcanic ridges and peaks, one in the West Indies, and one running through El Salvador, Nicaragua, Costa Rica and Panamá into western Colombia, join this region with South America.

No other continent is so simple in shape and construction as South America. Its shape is that of a right-angled triangle, indented only by the estuaries of the Amazon and La Plata, and embossed with singularly few capes and islands. The only interruption of note is the Strait of Magellan. Because of this compactness, the coast line is short relative to the area of the continent: 1 mile to every 435 square miles of surface, as compared with the 1 mile to each 190 square miles of Europe. This paucity of coast line is in part compensated by the great navigable length of its rivers, some 250,000 miles in all.

The land surface is sharply split into two by the Andes chain of mountains, running from the Caribbean sea to the far south for 4,400 miles through the western portion of the land mass at an average height of 13,000 feet. The chain is some 200 miles wide, except in Bolivia, where it is 400 miles. There are 15 peaks ranging from 16,640 feet in height to Aconcagua's 23,830 feet. The passes from east to west are usually at well over 10,000 feet. There are three groups of active volcanoes along the crest of the Andes; one in southern Colombia and Ecuador; another in mid and southern Peru and on the border between Bolivia and Chile; and the third in Chile. The snow line rises as the chain sweeps from south to north, being generally lower on the east side than on the west. In the extreme south the mountain glaciers have their feet in the ocean, and there are still some vestigial glaciers in the higher altitudes at the equator.

Roughly, for most of the distance, there are two principal and approximately parallel chains with a depression between. The eastern ridge is generally called Los Andes, and the *western* La Cordillera, but in Colombia, Peru and Bolivia the *eastern* chain is known as the Cordillera Real de Los Andes. In Chile and Argentina the *western* chain is known as the Cordillera de Los Andes: a contrariety which would be more confusing if the eastern chain did not come to an end in mid-Argentina, leaving only one ridge running at a diminishing height to the extremity of the continent.

Apart from the geologically youthful Andes, the rest of the continent is divided between the geologically ancient Guiana and Brazilian Highlands and the great central plains of the Orinoco, the Amazon, and Paraguay-La Plata, overlaid with alluvium from the erosion of the Highlands. By far the greater part is covered by highlands running, with occasional interruptions, from Venezuela and south Colombia through Brazil to the northern bank of the Rio Plata, then disappearing and re-emerging in Patagonia. The geological pattern of these Highlands is a base of crystalline rocks covered by stratified rocks, mainly sandstone, more resistant as a rule to erosion. Thrusting through these formations are the stumps of ancient worn-down mountains surviving as rounded, massive hills. The sandstone in southern Brazil is interleaved with strongly resistant lava, and some of South America's great waterfalls are the result of rivers

pouring over the edge of this lava sheet.

The **plains**, large as they are, occupy a comparatively small proportion of the continent. The most northern, the Llanos of the Orinoco, twice as large as the British Isles, is separated from the Amazonian Plain by the Guiana Highlands. The plain of the Amazon is shaped like a funnel, narrow at its confluence with the sea, wide at the foot of the Andes, where it joins southwards with the plains of the rivers Paraguay, Paraná, and Plata. Each of these regions is watered by a great river system : the La Plata system, the Amazon, and the Orinoco. Because the Highlands reach their greatest height, some 10,000 feet, near Rio de Janeiro and the coast, the larger rivers flow inland from this area : the tributaries of the La Plata system flow north-west and south : the tributaries of the São Francisco, itself a tributary of the Amazon, flow north and away from the coast. This Brazilian part of the continent has therefore no natural waterway ingress to its mainland.

The **climates**, which are extremely diversified, are dealt with in the text, but one or two general points can be noted here. South of the latitude of Buenos Aires, because of the modifying effect of the sea, temperatures are neither so high in summer or so low in winter as in equivalent latitudes in North America. About two-thirds of South America is in the torrid zone, but the highest temperatures are not to be found at the Equator, as popularly supposed, but along the Caribbean coast, 10 degrees north of the Equator, and in the northern plains of Argentina, 25 degrees or so south of the Equator.

The Peoples of Latin America : It is impossible to understand the great diversity of peoples in Latin America without a digression into the history of the land they occupy. Columbus, first of the European navigators to reach Latin America, discovered Watling Island, Cuba, and Haiti in 1492. On his third voyage, in 1498, he reached the mouth of the Orinoco. In the next ten years the coast was explored by others as far as the River Plate. Balboa discovered the Pacific at the Gulf of Panamá in 1513, and in 1520 Magalhães passed into the Pacific through the Magellan Strait. A year earlier Cortes had begun his conquest of Mexico from his base at Vera Cruz. By 1531 Pizarro was conquering Peru, and in 1536 Quesada was conquering the Chibchas of Colombia. Spurred in about equal proportions by religious zeal and lust for gold, these men and their followers were not to be daunted by heat, by cold, by jungle, by disease, or by an almost equally fanatical opposition.

When the Europeans arrived, the greater part of Latin America was inhabited, very thinly, by nomadic hunters, fishers, and farmers, but four groups of Indians had developed elaborate civilizations : the Incas, in the highlands of Peru, Bolivia, Ecuador, and northern Chile ; the Chibchas, in the highlands of Colombia ; the Mayas, of Guatemala and Yucatan ; and the Aztecs of Mexico. In these areas a prosperous population based their agriculture on maize, the potato and sweet potato, mandioca (or cassava), beans, tomato, tobacco and cacao. Maize, developed by the early Mayas, was known to them all. They worked gold and silver, and were organised in forms of government which can best be described as totalitarian communism.

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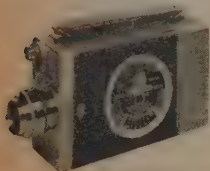


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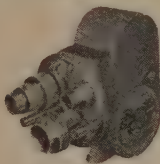


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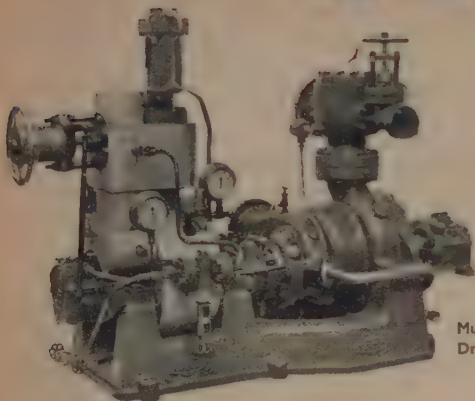
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The European conquerors, as someone has said, "first fell upon their knees and then upon the Indians." The pattern of their conquest was, indeed, determined by the Indian settlements, for it was in them only that they could find souls to save, and gold and silver to loot. In a comparatively short time the collected stores of precious metal were exhausted. None, indeed, had been found by the Portuguese when they colonised Brazil (the Treaty of Tordesillas between Spain and Portugal had given all lands to the east of 50 degrees west longitude to the Portuguese), and they, like the Spaniards, had to turn their attention to the soil. The Portuguese were the first to grow a cash crop for overseas markets, but the Indians were too few to work their sugar estates and negroes were imported from Africa. The Spaniards, too, in time, turned their attention to sugar, and wherever cane was grown, the negro slave was imported to work it.

The Spanish and Portuguese colonists rarely brought their women with them and married freely with the natives. The present racial constitution is the result of the intermarriage between the earlier settlers and their negro slaves with the indigenous peoples. The negro element is strongest in Brazil, and Brazil alone, of all the republics, has completely solved the problem of mixed racial bloods by rooting from its people the concept of "colour bar." The peoples of Argentina and Uruguay are almost totally white, for they have been settled in the main during the past 150 years by immigrants from Europe. In some parts of Latin America the indigenous Indian has survived and may yet take a decisive part in shaping the fortunes of the country in which he lives. This is more particularly the case in the Andean Uplands of Peru, Bolivia, and Ecuador, in parts of Central America, and in Mexico.

For 300 years, from the arrival of the Spaniards and Portuguese early in the 16th century to the wars of independence in the early years of the 19th century, Latin America was held as colonies of the two Iberian powers. Both Spanish and Portuguese sovereigns owned in person all land and water in their respective colonies; the grant or refusal of territory was in their hands, and they could claim all or portions of the produce of both land and water. They could control all trade, determine what crops should or should not be grown, which metals mined, collect all revenue and spend it as they pleased. They decided the appointment of church officers, could veto Papal decrees aimed at the Colonies, and control education, printing, and literature. The sovereigns could and did make all colonial laws and try the colonists under those laws. Public and even private life and all amusements were subject to their regulation, and the indigenous natives could be enslaved or freed as they saw fit. Power, after a while, was delegated by both sovereigns to Viceroy, who lived in great state. There was much corruption in both colonies, for in both the sale of office was permitted by law. Complete economic control lapsed after a while into the retention by the sovereign of the Royal Fifth, or *Quinto*, of certain products, mainly minerals. Both crowns expected, to the end, a personal and a state revenue from their colonies. As affairs degenerated at home, both required more and more funds and revenues from oversea. Taxes

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not only grew larger, but they proliferated until there were more than forty kinds in the Spanish colonies and nearly as many in Brazil. Collection was often vicious and cruel, and speculation the rule.

Under these paternalist controls there was slowly emerging a social pattern : at the top of the scale the whites born in the Iberian Peninsula ; below them the Creoles (the whites, that is), born in Latin America, educated, intelligent, and greatly dissatisfied with their complete lack of power in the homeland ; below them again, the vast mass of half breeds, often inheriting the worst characteristics of both races, but occasionally throwing up leaders of note ; and at the bottom of the scale, often little better than slaves, were the indigenous races and the imported blacks.

Rough estimates have been made of the population of Latin America in 1800, before the struggle for independence began. It totalled, apart from Brazil, about 15,000,000 of whom 30,000 were Peninsulars, 3,000,000 Creoles, 6,000,000 mestizos, or half castes, and 6,000,000 or so indigenous natives and negroes. The largest cities were Lima, with 80,000 inhabitants ; Quito, with 70,000 ; Buenos Aires with 60,000 ; and Santiago, with 36,000. In 1800 there were, in Brazil, about 2,500,000, of whom 400,000 were white, 1,500,000 were negroes, and 600,000 were Indians. Rio de Janeiro had then a population of 30,000.

Independence : High taxation, severe control of trade, native discontents fomented by secret study of the forbidden eighteenth century philosophers, and the accidents of European history led, at first sporadically, and then with growing momentum, to a movement for independence from Spain and Portugal. The American revolution and the support of Great Britain, then suffering from Napoleon's European blockade, had profound effects upon the struggle. On May 25, 1810, the people of Argentina overthrew the Viceroyal government. Under Jose de San Martín they marched in January, 1817, to the relief of Chile, which was already struggling for independence under Bernardo O'Higgins. By the end of 1818, Chile was free. In August, 1820, San Martín landed his forces in Peru. After entering Lima, he proclaimed the independence of Peru on July 28, 1821. On July 26, 1822, San Martín was at Guayaquil, meeting the great Bolívar, who had already freed Venezuela, Colombia, and Ecuador, and was soon to liberate Bolivia. Paraguay became independent in 1811, but Uruguay, a bone of contention between Argentina and Brazil, was not able to free itself till 1828.

The independence of Brazil came about somewhat differently. When Napoleon attacked Portugal in 1807, the British Navy took the Regent John to Brazil, where he stayed until his return to Europe in 1821. His son, Pedro, was left there as Vice-Regent for his father, but on September 7th, 1822, he declared Brazil an independent kingdom. He himself was deposed soon after, but his son was to reign in Brazil until that country declared itself a republic on November 15th, 1889.

Great Britain took a notable, if in the main an unofficial part, in the liberation movement. A large number of British soldiers under their own English officers served with Bolívar in the war which freed Venezuela, Colombia, Ecuador and Bolivia. Others took part in the

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Chilean struggle, which is associated in particular with the name of Lord Cochrane, under whose command the Argentinian and Chilean forces were shipped north to fight in Peru. Cochrane was also later to destroy the Portuguese navy when it was contesting Brazil's claim to independence. Canning's intervention was responsible for the creation of a separate republic for Uruguay. British diplomacy generally, bent upon calling a "New World into existence to redress the balance of the old," was a powerful influence both in creating freedom and in maintaining it. The fact has not been forgotten in Latin America and colours the relationship between it and Britain to this day.

Later History : The revolution was no less economic than political in that it freed trade and permitted, for the first time, immigration, but it made little difference to the social stratification. For a century after the emancipation the general picture (as it still is in some republics) was of landowner, priest and soldier in alliance to maintain the ancient social structure : of privilege on the one hand, and the peasant, illiterate, poorly paid, and under nourished, on the other. Personality has always counted for more than principle in Latin America, and there was a spate of dictators, often ruthless and cruel, but none-the-less essential in that the only alternative to them was chaos. (Bolivia had sixty revolutions in the first 100 years of its independence and Colombia ten civil wars). But the circle was not a closed one : immigrants were pouring in to people a semi-empty land ; railways and roads and ports were being built ; there was an inflow of capital from Britain and the United States—capital too often looked upon as a new form of exploitation by Latin Americans ; and most important of all, there was slowly being created an informed middle class whose affiliations were with world rather than local ideas. Some countries, more particularly Argentina, Brazil, Chile and Uruguay, were more or less stabilised by the end of the 19th century. To quote R. A. Humphreys : " the development of industry, immigration, and the growth of populations, the rise of the cities, the improvement of communications, all these have resulted in the advent of a new commercial and industrial governing class, a middle class, an artisan class and, in Mexico, Chile and Argentina in particular, of organised labour. In Latin America generally the cruder forms of militarism have gone, and in all, or almost all the states, there has appeared a greater sense of social responsibility."

The two world wars had a profound effect in shaping the emergence of Latin America. Both had the effect of severing it from the customary inflow of imports, and there has been an increasing attempt at autonomy. Crops have been diversified ; manufacturing industries have been developed, particularly in Argentina, Brazil, Chile, Mexico and Peru ; there has been a steadfast attack on illiteracy and, for the matter of that, on foreign investment and foreign enterprises. This attempt to gain complete economic independence and to lay the accent on inter-republican rather than on external trade will no doubt continue, but is hardly likely to succeed in the long run. Nor is such a success desirable, for the rest of the world is in great need of what Latin America has to offer, and Latin America,

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should its standards of living rise to a reasonable level, will always clamour for what the rest of the world has to offer it.

Population Pattern : For an understanding of Latin America it is necessary to make one last point. The pattern of settlement is still, except in a few rare instances, a more or less dense rural population, with a town at its centre as a focus, set in almost empty land. These clusters rarely overlap, as in the Old World, and are in the main poorly connected by road or rail to one another. Their natural outlet is not towards one another, but towards the nearest river or seaport. In Latin America, as in other lands, the natural desire for gregariousness enlarges the town at the expense of the rural areas. In many cases the size of the town is out of all proportion to the population it serves. Even where rural areas are pushing out their frontiers, the net gain in population is most often nil, for the expansion tends to leave a hollow inner ring in its wake. It must be remembered that Latin America is still, and will be for a long time, one of the most sparsely populated parts of the world. There are very few rural areas indeed with a population density of more than 120 to the square mile. In most of the population clusters the rural density ranges from 25 to 100 to the square mile. The average density is still between 10 and 12 persons to the square mile, and in South America as a whole, three quarters of the population lives in a quarter of the total area. But that population is increasing at the rate of 2 per cent. per year, as compared with increases in the rest of the world of between 0.2 per cent. and 1.5 per cent. a year.

The isolation of cluster from cluster, though it is now being modified by air services and the radio, has had its effects both politically and economically. It is to this factor (coupled with racial diversity and great variations in the standard of living and education within the social groups which comprise the cluster), that one should look for an explanation of the continued dominance of the political leader and for the slow fusion of the whole population. Economically, the cluster pattern has led to a greater conservatism in traditional methods of mining and agriculture than would otherwise have been the case.

SEASONS FOR VISITS.

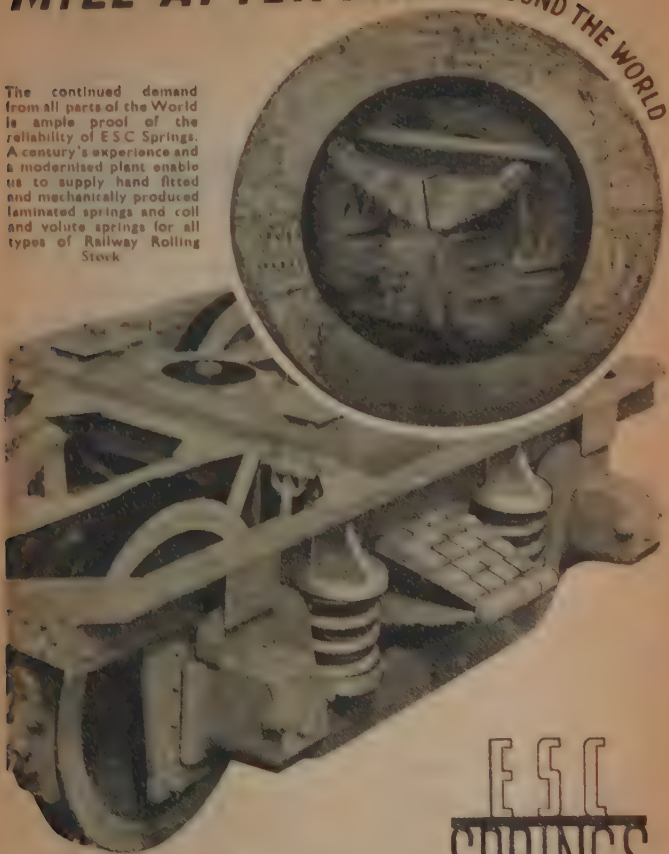
Over the tropical parts of the continent the division of the year into seasons follows the customary distribution of rains. The relatively dry season is often spoken of as summer, and the rainy season as winter. The dry season is by no means always rainless, and the wet season is subject to natural aberrations. There are in some regions two wet seasons, with two intervening dry seasons.

Within the tropics a more or less oppressive day-time heat may be expected in all seasons at or near sea level. Relief is found at sufficient altitudes, and on the West Coast of Peru, for example, coolness accompanies the sea mists. On the whole the months November to March are the most favourable for visiting the tropical, that is, the more northerly countries. From March to October is best for the subtropics and temperate zone.

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In Buenos Aires the Argentine spring and autumn seasons, or say, the months of October and March, are the best. The summer heats are greatest about Christmas. Journeys over the Andes into Chile are liable to interruption by snow in the winter May-October.

Central Chile is also most agreeable during the South American spring and autumn. It should be understood that both Chile and Argentina enjoy temperate climates throughout the year.

The south temperate zone may be defined loosely as the region south of Rio de Janeiro (Brazil), and Antofagasta (Chile), including nearly all of Argentina. Here the vernal equinox, or coming of spring, is on September 23, as against the March 21 of the temperate zone in the northern hemisphere. The summer solstice begins on December 21. The seasons grow later to the southward.

TRAVEL IN SOUTH AMERICA.

The ocean traveller to South America, whether departing from Europe or from North American ports, can choose between the East and West Coast routes. A circuit of the continent can be made by water, but in following the customary southward routes of passenger steamers, the direct itinerary does not include visits to the north coast of Brazil, the Guianas, Venezuela, or Colombia.

Vessels bound for the River Plate do not ordinarily touch land before Pernambuco. In journeying via the Panamá Canal and the Pacific the first port of call is oftener Callao (Peru), than Guayaquil (Ecuador). Buenos Aires is usually the terminus of the east coast voyage, and Valparaiso that of the west coast.

The long sea voyage round the southern extremity of the mainland is less followed than that which leads from Europe or North America to Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The continent can be crossed by taking the Transandine Railway from Buenos Aires to Valparaiso, where ships can be joined for all destinations. This time-saving route is more largely used than the much longer routes from Buenos Aires to the west coast ports of Antofagasta, Arica, or Mollendo, all of them making detours into Bolivia.

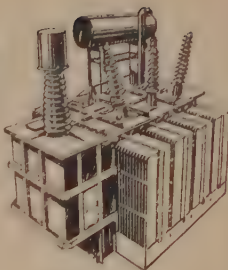
The north coast of Brazil and ports far up the Amazon are regularly served by lines of Brazilian coasting steamers, and there are direct ocean passenger vessels from Liverpool to Manáos. Ships in the West Indian trade serve Trinidad, Georgetown, and Paramaribo. Cartagena and North Colombia are visited by direct steamers as well as by transshipment at Panamá. There is no single service which combines both Venezuela and North Brazil. Those who wish to visit these parts should make two separate trips. It is also difficult to go from Venezuela, the Guianas, or the Amazon ports, to other places on the east or west coasts save by air.

Panamá is the central point of departure for all parts of the world, and for ports in South and Central America upon both the Atlantic and Pacific coasts. Particulars of the available routes are given elsewhere in this volume.

Travel by Motor-Car:—Many of the republics, and notably Argentina, Brazil, Chile, Peru and Venezuela, have excellent, if limited, road systems for motor traffic. These roads are detailed in



Three 13,330 kVA hydro-electric generators installed by the Compañía Hidro-Eléctrica, Volcan, Santiago de Chile have been giving satisfactory service for the past twenty-five years. The 75,000 kVA sets for San Esteban, Spain, are also being made by Metrovick.



One of the 31.25 MVA 11/132 kV transformers at the Ponferrada station of Empresa Nacional de Electricidad, Spain. More than 1,000,000 kVA of Metrovick transformers are in service in Latin countries.

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ER

TRANSMISSION APPLICATION

The photograph on the left shows a section of the Central Railway of Brazil system. Metrovick have supplied 110 motor coach equipments and 40 traction motors in addition to substation equipments, switchgear, transformers, and automatic signalling for this system.



The 44 kV outdoor switchgear at the Mangueira substation of the Central Railway of Brazil. Metrovick were the main contractors for the electrification of the lines Rio to Nova Iguassu and Deodoro to Bangu.



A Metrovick 3,000 h.p. synchronous induction motor which at the Compania Carbonifera y de Fundicion Schwager, Valparaiso, is driving a Walker-Macard fan of 168 feet diameter—the most powerful of its type in the world.

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MADRID: Eguidazu y Landecho, Alcalá, 45.

SANTIAGO DE CHILE: Kenrick Agencies Ltd., Casilla 127, Calle Bandera, 162.

MONTEVIDEO: S.U.N.E.Y. S.A., 25, de Mayo, 731-37, Casilla Correo 263.

BOGOTA: Ricaurte, Hodson & Vaughan, Ltd., Avenida Jimenez de Quesada No. 11/28.

BARRANQUILLA: Snr Alfredo Davila, Calle 70 Nos. 56-21.

MEDELLIN: Jaramillo Sanchez and Cia Ltda, Edificio Alvarez, No. 501 y 502.

VALPARAISO: Kenrick Agencies Ltd., Casilla, 495. Also at San Antonio and Iquique.

BILBAO: Eguidazu y Landecho, Alameda de Recalde, Num 36 (Apartado 39).

PORT OF SPAIN, TRINIDAD: Neal & Massy Engineering Co., Ltd., 61-63 Edward Street. Also at San Fernando.

ER, 17, ENGLAND
• • SAO PAULO

the rest, sometimes under a special section devoted to communications, but generally under the different towns served.

Hotels :—It cannot be too clearly understood that it is possible to travel with the utmost safety and comfort in the developed parts of the South American continent. The services along the frequented routes are as well organised as in Europe; there are first class hotels fitted with the usual modern furnishings in all the principal cities, travel by steamer, train, and aeroplane, is done as luxuriously in South America as anywhere else in the world. Even along the lesser known routes the occasional primitive touches enhance the visitor's pleasure rather than interfere with his comfort.

The best hotels are found, of course, in the chief cities, and notably at Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Santiago, Valparaiso, Lima, Caracas, and Panama. Visitors to some of the smaller ports of the West Coast do well to make the steamer their hotel during their short stay.

Meals :—In all South American countries breakfast usually consists of coffee or tea with roll and butter, but all hotels will provide a more substantial breakfast, if desired.

Lunch (*almuerzo*) is served between 11 and 1, and dinner (*comida*) from 3 to 9, as at home. The tendency is to dine late, for the theatres rarely start before 9 p.m.

Afternoon tea, made as it ought to be made, can be had in all the principal cities. Yerba Mate, or Hervia Mate (Brazilian tea) is a favourite drink, especially in Argentina, Uruguay, and Brazil.

Passports :—Close attention must be paid to regulations which vary in their details with the respective countries. Delays and inconvenience follow upon irregularity in the prescribed forms. Besides in addition to correct visas are required in some instances demanded in the chapters of this book. Extra photographs may prudently be carried.

Money Values :—Full information about national currencies is supplied in the respective chapters.

Metric Weights and Measures :—Metric weights and measures are generally used in the South American Republics. English travellers find it difficult at first to think in these terms, and usually translate them roughly into their English equivalents.

The metre (39.37 ins.) is 3.37 inches or roughly 10 per cent. longer than the yard. To convert metres into yards, add 10 per cent.; to turn yards into metres, subtract 10 per cent.

The following table gives the actual equivalents and the rough equivalent for practical purposes :—

	ACTUAL	ROUGHLY.
10 metres	10.9 yds.	11 yds.
1 kilometre or 1,000 metres	1,093.61 yds.	1,100 yds.
10 kilometres	6.214 miles	6 miles
100 kilometres	62.13 miles	62 miles
Hectare	2.4711 acres	2½ acres
10 hectares	24.711 acres	24½ acres
100 hectares	247.11 acres	247 acres
Kilogramme	2.204 lb.	2½ lb.
1 ton	1,759 pounds	1½ tons
100 tons	21,997 gallons	22 gallons

A gallon and 1,000 kilogrammes is 35.4 lb. heavier than the British or long ton.



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The Language :—A working knowledge of Spanish (and of Portuguese in Brazil) is naturally an advantage and is almost indispensable for business. On the other hand, English is spoken by a surprisingly large number of persons, and it usually gets you through the customary routine of pleasure, travel by rail and steamer, and attendance in hotels.

Hygiene and Health :—*Visitors to the principal centres have no more reason to fear sickness than at home.* Medical aid is at hand upon the voyage, and English-speaking physicians practise in all the more important cities, where there are also hospitals equipped with all the refinements of medical science. Druggists' shops are numerous, and all the leading English and American preparations can be bought. Public sanitation has made such strides that epidemic diseases have been brought within really manageable proportions. The temperate parts of South America are quite as healthy as England, and in the tropics ill-health is more frequently caused by heedlessness than by inevitable causes.

Precautions in the *tropics* are very simple, but they should be observed. Some travellers have themselves inoculated against typhoid fever before starting the journey ; this is a wise precaution. To prevent malaria, a five-grain tablet or capsule of quinine should be taken every night—say a hundred capsules for a three-months' trip. A small bottle of chlorodyne as a remedy for dysentery is occasionally useful. A supply of purgative medicine (pills or salts) is also essential.

Travellers should make a special point of never sitting in damp clothes, even for five minutes ; a complete change should be made after a hot journey at the first opportunity. Also avoid drinking the water of the country—not that it is invariably bad, but it may be. Always wear a hat. Do not take chilling showers. Be careful of your food. It is a very good plan never to drink anything but bottled water, never to eat surface vegetables or unpeeled fruits, and to eat meals only when they are well cooked and served at a reliable hotel. Pork should always be avoided. Perhaps the best single rule is to accept the advice of English and American families that have lived a long time in the tropics.

Upon steamer trips on tropical rivers a folding mosquito canopy is essential, and preferably one going into small compass. Gloves to protect the hands against mosquitoes while on deck, high shoes to protect the ankles, and a gauze canopy for the face and neck should be carried. The conditions on certain river steamers make changes of bed-linen and an air pillow necessary.

The warnings given by experienced travellers against the misuse of alcohol are well-founded and particularly so when travelling in high altitudes. No hard and fast rules about food can be laid down, but the wise traveller is temperate in all his habits.

Suitable Clothing :—The contents of one steamer trunk and one suitcase, and a handbag for soiled linen, meet the ordinary requirements of one person. Those who follow the regular routes are not more inconvenienced by heat and cold than in Europe or N. America. Light or heavy clothing should be taken according to the season, but those making a round trip of the country should

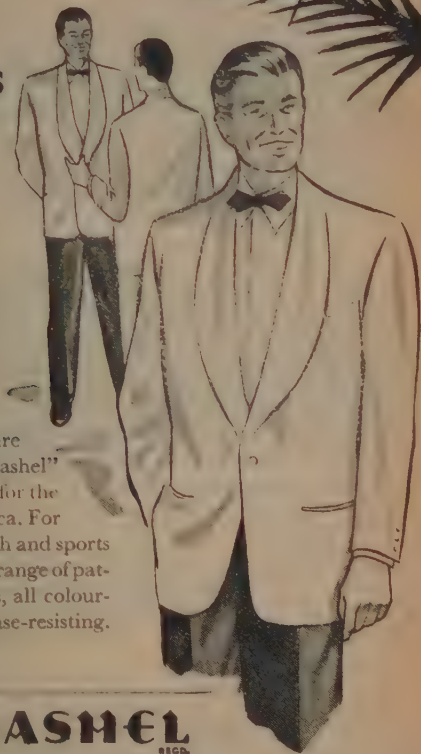
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MOYGASHEL

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 AND LONDON, ENGLAND.

supply themselves with both.

For the voyage through the tropics light tennis clothing with cellular or thin woollen underwear is recommended. Cotton frocks in colours which withstand strong light and sea air are most serviceable, and rubber-soled shoes should be included. For country excursions light-weight tweed costumes and strong boots are preferable.

The most suitable clothing for the tropics is either two or three light-weight suits of the "Palm Beach" type or, better still, half a dozen suits of white duck; these latter can be bought anywhere in Central America at a low price, and if carried, need not necessarily be got before leaving. A supply of thin cotton shirts, soft collars, and about a dozen light cotton union suits for underwear are essential. At least one ordinary worsted or serge suit, and one suit of woollen underwear, will be required for high altitudes; a light overcoat is also useful for the same purpose.

A Panamá hat is the most suitable, but a soft felt hat should also be taken for high altitudes. A travelling cap is useful. In certain parts a sun helmet or solar topee is useful, but this may be bought locally.

Thin cotton socks and pyjamas are better than wool; the latter is too hot for the greater portion of the journey. A light cotton dressing gown is also essential; shower baths are a frequent necessity, and the bathrooms in the hotel are often some distance from the sleeping quarters. Moreover, there is in many cases no accommodation for dressing in the bathrooms themselves.

The remainder of the equipment will accord with personal taste. It should be borne in mind, however, that frequent laundering is necessary, and local laundries are sometimes destructive of good materials. The highest qualities of clothing are not essential.

South American women dress with elegance, and, consistent with moderation in the quantity of their baggage, lady passengers are well advised to take new and becoming clothes. Evening dress is *de rigueur* for men at the opera.

Expeditions into the more primitive parts of the tropics call for special equipment. Excursions ashore in the Amazonian forest are best done in thin khaki breeches and shirt. Leggings and ankle boots are better than field boots, being lighter and more easily packed. Leather luggage for the same region should be protected by green canvas or mackintosh coverings against rain. Rubber-flanged tin boxes containing some 56 lb. can be employed for packing any spare effects.

Change of Temperature :—In many tropical places there is a marked difference in temperature between the interior of cathedrals and the outer air. In the higher altitudes, colds may be contracted by entering these buildings. The danger of pulmonary disease is greater because of the rarity of the atmosphere, and a light overcoat should be carried. Precautions should be taken against sudden changes of temperature.

In making sudden ascents to the higher altitudes, travellers sometimes suffer from "soroche," or mountain sickness. Those with weak hearts are cautioned against a too rapid change.



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Travellers who wish to avoid the sickness usually divide the trip from the lowlands to the uplands of Peru or Bolivia into two stages, stopping *en route* at Aequpa or elsewhere. There are doctors in constant attendance on the trains. Walk slowly, and on flat feet. Don't drink liquors or take stimulants. At the first feeling of nausea ask for oxygen from the compressed tanks carried on the train.

Quarantine Regulations :—As a rule there is no delay. Port sanitation has improved greatly, and only in exceptional cases do Latin American ports declare quarantine against each other. When travellers are detained the expense usually falls upon their own pockets.

Vaccination :—Access to some countries is barred failing evidence of recent vaccination. The traveller should thus be vaccinated before departure. The precaution is wise, and the traveller feels a greater security against possible infection from smallpox, particularly in out-of-the-way places. Innoculation against other diseases may be discussed with a doctor.

CARE OF BAGGAGE.

As a general rule, heavy individual pieces of baggage should not be carried; two or three suitcases are far better than a wardrobe or steamer trunk. Journeys by mule back, or by aeroplane, make the use of these latter impossible, and involve repacking, or even leaving a portion of the equipment behind.

Instructions to Passengers :—Steamship companies make regulations with a view to the greatest expedition and security. The following notices are important :—

Only baggage packed in trunks and hand-packages can be transferred and accepted as "Baggage," and must consist only of the personal effects of passengers. Any article not coming within this description must be shipped as merchandise, and freight according to tariff paid thereon.

Labelling of Baggage :—All baggage should be securely fastened, painted with the owner's name, port of destination, and bear adhesive labels stating whether wanted on the voyage or not.

Passengers are recommended also to use the Alphabetical Labels which the various companies furnish. These assist rapid sorting both on board and in the Custom House.

Locking Baggage :—Trunks and bags should be securely locked. In especial, personal baggage should not be delivered into the hands of shore touts unless carefully locked in advance.

The traveller will find it advisable to bargain beforehand with the porters (variously known as Changadores or Cargadores) who carry baggage to the piers.

Insurance :—Baggage is conveyed entirely at the passenger's own risk, unless insured. Insurance can be effected at low rates through the shipping companies.

Size of Trunks :—Cabin baggage, to go under the berths, should not be more than 16 inches high, 24 inches wide, and 36 inches long.

Valuables :—Passengers are warned to look after small baggage in their cabins, especially while in port when strangers are on board. Valuables may be deposited with the ship's purser.

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Funds should be carried in the form of travellers' cheques, which may be negotiated without difficulty almost anywhere in the various capitals. These are better than letters of credit, which necessitate calling at banks at possibly inconvenient hours. The cheques are most conveniently and safely carried in a light money belt, which could also be used for a liberal supply of local currency when making trips into the interior.

Arrangements can be made for cashing travellers' cheques through the branches or agencies of the chief international banks.

There is no need to carry weapons of any kind, and, in fact, these are better avoided.

EMPLOYMENT IN SOUTH AMERICA.

Emigration to South America in search of a living demands special precautions, and should in no case be undertaken without a sufficient guarantee of a satisfactory issue. Moneyless persons, speaking English only and inexperienced in the conditions of Latin-American life, are particularly cautioned against speculative emigration upon the bare chance of finding employment. The warning applies to skilled as well as unskilled workers of both sexes, and with especial force to heads of families.

The indispensable qualifications for a post in Latin-America are : a thorough knowledge of the business or pursuit to be followed ; a speaking, reading and writing knowledge of Spanish or Portuguese (preferably both) ; an understanding of the economic geography of the southern countries ; and at least an acquaintance with the background story of the history of Latin-America.

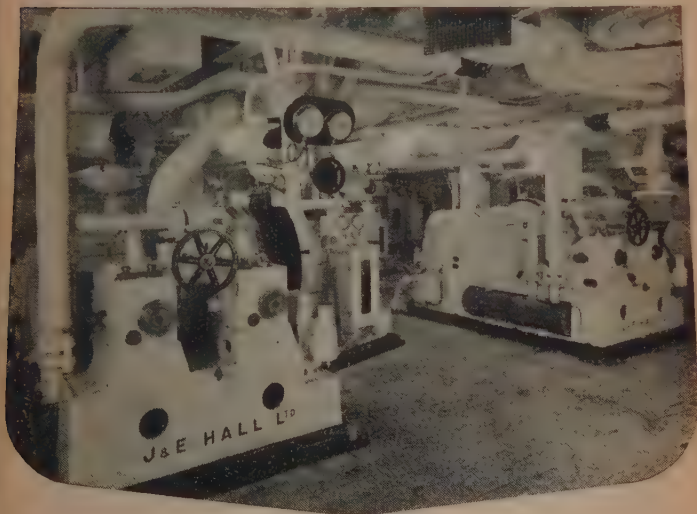
Opportunities regularly occur for the satisfactory employment of men possessing technical or other qualifications which lend their services an exceptional value under local conditions. Notices of such openings appear from time to time in London and other newspapers, and frequently with the stipulation that a knowledge of Spanish or—for Brazil—of Portuguese is required. Employees are engaged for various branches of work through the British offices or agencies of international companies or business houses operating in South America, and are sometimes required to proceed abroad immediately. Often members of the existing staffs of such organizations trained in the routine of the business are appointed to South American vacancies. These posts are generally well paid and have attractive prospects. A large proportion of the Englishmen occupying high positions in business owe their success to beginnings made as subordinates in this way.

In accepting offers of employment a contract should be duly drawn up before departure and be authenticated before a consul of the country of destination. It should invariably provide for the payment of a return passage when the agreement expires. The terms should be supervised in the interest of the employee by one well acquainted with local conditions. For enforcement abroad it is advisable, and in some instances indispensable, that the contract and all relevant documents should be drawn up in Spanish.

MARINE REFRIGERATION

For excellent reasons CO₂ still remains the most widely used refrigerant for large plants in ships. For certain applications on shipboard Freon is now generally employed and large marine refrigerating installations of the future may be designed for this refrigerant.

No matter whether the demand be for the plant using CO₂, Ammonia, Freon or any other refrigerant, now, or in the future, J. & E. Hall Ltd. can supply compressors and auxiliary equipment built to the standard of efficiency and reliability for which they are famous among shipowners and shipbuilders throughout the world.



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DISTRIBUTION OF TRADE.

Before the war, markets on the European Continent absorbed about 40 per cent. of Argentine and Brazilian exports, at least 30 per cent. of Chilean products, excluding nitrate, and some 25 per cent. of Peruvian exports, to mention only four of the republics.

But the war changed that picture out of all recognition.

By 1948 U.S.A. imports from Latin-America had risen 330 per cent. as compared with pre-war; U.S.A. exports to Latin-America had increased 560 per cent. In 1950 the 20 republics took 26 per cent. of all U.S.A. exports, and furnished 33 per cent. of all U.S.A. imports—22 per cent. in 1938. Canadian exports to Latin-America increased from 17.4 million dollars in 1938 to 125.6 million dollars in 1949.

In 1949 the United Kingdom imports from Latin-America were valued at £184,043,000; exports and re-exports were £135,773,000. In 1950 the imports had risen to £250,354,000, and the exports to £153,796,000.

The balance of trade between Latin-America and the rest of the world has usually been favourable to Latin-America. In 1950 it was abnormally so.

CAPITAL IN LATIN-AMERICA.

According to "The South American Journal" British investment in Latin-America amounted in 1949 to £560,364,102. Interest on this averaged 2.5 per cent. and no interest was paid on £246,425,946. The investment is distributed as follows:—Government Bonds, £174,607,126, with an average interest paid of 2.1 per cent.; Railways, £160,777,164, average interest paid, 0.3 per cent.; Miscellaneous, £210,701,944, bearing an average interest of 4.3 per cent.; Banks and Shipping, £14,277,868, with an average interest of 6.6 per cent. Since 1939 British investment in Latin-America has been halved.

United States capital directly invested in Latin-America is estimated by the Department of Commerce, Washington, at \$3,250,000,000.

MAILS FROM BRITAIN.

Air Mail from Britain:—Air mail correspondence from Britain for Mexico, Central and South America, the West Indies and the Falkland Islands is now sent by air via the North Atlantic or South Atlantic routes, whichever at the time of posting happens to be the quicker route. No superscription denoting the route is therefore necessary. The routing should be left to the discretion of the Post Office.

The postage rates to all the republics dealt with in this book are: Letters, per half ounce, 1s. od.; postcards, 6d.; air-letters, 6d. There are reduced rates for printed papers, commercial papers, samples, and literature for the blind.

Letters sent by these services should carry the usual blue air mail label at the top left hand corner on the address side. Alternatively, *By Air Mail* must be written boldly in the same position.

Overseas Postage Rates :—The following surface rates for civilian correspondence came into force on October 1st, 1950 :—

Letters for foreign countries generally :— s. d.

First ounce 4

Each additional ounce 2½

Postcards for foreign countries generally 2½

Printed papers (other than newspapers, periodicals, books, pamphlets, maps and sheets of music for all countries :—

First 2 ounces 1½

Each additional 2 ounces 1½

Commercial papers for all countries :—

First 12 ounces 4

Each additional 2 ounces ½

Samples for all countries :—

First 2 ounces 1½

Each additional 2 ounces ½

Small packets for all countries to which they may be sent :—

First 10 ounces 7½

Each additional 2 ounces 1½

Insured boxes for all countries to which they may be sent :—

First 10 ounces 3

Each additional 2 ounces 3

Printed papers rates, namely, 1d. for the first 2 ounces, and ½d. for each additional 2 ounces, continue to apply, under certain conditions, to newspapers, periodicals, books, pamphlets, maps and sheets of music.

Letter and postcard rates are 2½d. and 2d. respectively to British Guiana, British Honduras, and the Falkland Islands.

International Telephone Services :—The normal public telephone services with other countries and with ships at sea have been resumed.

SPANISH AND PORTUGUESE TERMS.

DAYS OF THE WEEK.

	SPANISH.	PORTUGUESE.
Sunday	Domingo	Domingo
Monday	Lunes	Segunda feira
Tuesday	Martes	Terça feira
Wednesday	Miércoles	Quarta feira
Thursday	Jueves	Quinta feira
Friday	Viernes	Sexta feira
Saturday	Sábado	Sabbado

MONTHS OF THE YEAR.

January	Enero	Janeiro
February	Febrero	Fevereiro
March	Marzo	Março
April	Abril	Abril
May	Mayo	Maio
June	Junio	Junho
July	Julio	Julho
August	Agosto	Agosto
September	Setiembre	Setembro

October	Octubre	Outubro
November	Noviembre	Novembro
December	Diciembre	Dezembro

TIMES AND SEASONS.

	SPANISH.	PORTUGUESE.
The afternoon	La tarde	A tarde
Christmas Eve	La nochebuena	A véspera de Natal
The day	El día	O dia
Day after tomorrow	Pasada mañana	Depois de amanhã
Easter	La Pascua	A Pascoa
A fortnight	Una quincena	Uma quinzena
Half an hour	Media hora	Meia hora
Holidays	Las vacaciones	As férias
Last month	El mes pasado	O mez passado
Lent	La cuaresma	A quaresma
Midday	El mediodía	O meio dia
Midnight	La media noche	A meia noite
Minute	El minuto	O minuto
Month	El mes	O mez
Morning	La mañana	A manhã
New Year's Eve	La víspera de año nuevo	A véspera de anno born
A second	Un segundo	Um segundo
Today	Hoy	Hoje
Tomorrow	Mañana	Amanhã
Tonight	Esta noche	Esta noite
Week	La semana	A semana
Whitsuntide	El Pentecostés	O Pentecoste
Year	El año	O anno
Yesterday	Ayer	Hontem
Spring	La primavera	A primavera
Summer	El verano	O verão
Autumn	El otoño	O outono
Winter	El invierno	O inverno
O'clock :—1.0	La una	Uma hora
5.0	Las cinco	Cinco horas
4.30	Las cuatro y media	Quatro e meia
4.45	Las cinco menos cuarto	Cinco horas menos quinze

(N.B.—In Argentina, as in Uruguay, time p.m. is denoted as 13 (Las trece *et seq.*).

TRAVELLING.

Arrival	La llegada	A chegada
Bill	La cuenta	A conta
Boat	El bote	O barco ; o bote
Boarding house	La casa de huéspedes	A casa de commodos a pensão
Cab	El coche	O cabriolé
Cabin	El camarote	O camarote
Coffee-room	El café	O café
Custom House	La aduana	A alfandega
Deck	La cubierta	O convéz
Departure	La salida	A saída
Embark, to	Embarcar	Embarcar
Fare, the	El pasaje	O passageiro
Guide	El conductor : el guía	O guia ; O conductor
Hall-porter	El portero	O porteiro
Land, to	Desembarcar	Desembarcar
Landlord	El fondista : el propietario	O dono da casa (popular)
Lavatory	El lavatorio	O lavatorio
Lifeline	La salvavida	A salvavida
Lift	El ascensor ; el elevador	O elevador
Lodgings	Los cuartos ; hospedaje	Os aposentos
Luggage	El equipaje	A bagagem
Luggage label	La etiqueta	O rótulo
Motor-bus	El omnibus	O omnibus



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Motor-car	El automóvil	O automóvel
No	No (Señor)	Não (Senhor)
Railway	El ferrocarril	A estrada de ferro
Railway station	La estación	A estação
Receipt	El recibo	O recibo
Rug (travelling)	La manta de viaje	A manta
Sleeping car	El coche dormitorio	O carro dormitorio
Smoking room	El fumadero	A sala de fumar
Station master	El jefe de estación	O chefe d'estação
Steward	El camarero	O moço ; o camareiro
Stewardess	La camarera	A camarreira
Street	La calle	A rua
Ticket	El boleto	O bilhete
Time-table	El itinerario	O horário
Tip	La propina	A gorjeta
Train	El tren	O trem ; o combolo
Traveller	El viajero	O viajante
Waiter	El mozo	O moço (also 'garçon')
Waiting room	La sala de espera	A sala de espera
Yes	Si (Señor, Señora or Señorita)	Sim (Senhor, Senhora, or Senhorita)

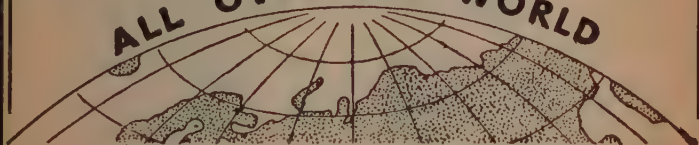
FOOD AND DRINK.

Bacon	El tocino	O toucinho
Beef	La carne de vaca	A carne de vacca
Beer	La cerveza	A cerveja
Bottle	La botella	A garrafa
Brandy	Coñac	A aguardente
Bread	El pan	O pão
Breakfast	El desayuno	O almoço
Butter	La manteca	A manteiga
Cake	La torta ; pastel	O bolo ; a torta
Champagne	Vino de Champana	A Champanha
Cheese	El queso	O queijo
Chocolate	El chocolate	O chocolate
Cigar	El cigarro	O charuto
Cigarette	El cigarillo	O cigarro
Claret	Vino tinto	O clarete
Cocoa	El cacao	O cacao
Coffee (black)	El café solo	O café preto ; o café puro
Coffee (with milk)	El café con leche	O café com leite
Cream	La crema	A nata
To dine	Comer	Jantar
Dinner	La comida	O jantar
Drink	La bebida	A bebida
Dry	Seco	Secco
Egg	El huevo	O ovo
Eggs and Bacon	Huevos y tocino	Ovos com toucinho
Fowl	El ave	A ave
Fried	Frito (a)	Frito
Fruit	La fruta	A fructa
Gin	Ginebra	O Gin
Hungry (I am)	Tengo hambre	Tenho fome
Knife	El cuchillo	A faca
Lamb	El cordero	O cordeiro
Marmalade (or Jam)	La mermelada	A geleia ; o dooe
Meat	La carne	A carne
Milk	La leche	O leite
Mineral water	El agua mineral	A agua mineral
Mustard	La mostaza	A mostarda
Mutton	La carne de carnero	A carne de carneiro
Omelet	La tortilla	A omelata (also omelette)
Pear	La pera	A pera
Pepper	La pimienta	A pimenta
Plate	El plato	O prato
Pork	La carne de puerco	A carne de porco
Ripe	Maduro	Maduro
Salt	La sal	O sal
Siphon	El sifón	O siphão

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Soup	La sopa	A sopa
Spoon	La cuchara	A colher
Sugar	El azúcar	O assucar
Thank you	Gracias	Obrigado
Veal	La carne de ternera	A carne de vitella
Vegetables	Los legumbres	Os legumes
Water	El agua	A agua
Whisky	Whisky	O whisky
Wine	El vino	O vinho

APPAREL.

Boots	Las botas	As botinas
Braces	Los tirantes	Os suspensorios
Brush	El cepillo	A escova
Clothes brush	El cepillo de ropa	A escova de roupa
Coat	La casaca	A casaco
Collars	Los cuellos	Os collarinhos
Cuffs	Los puños	Os punhos
Curling tongs	El rizador	Os encrepadores
Dress	El vestido	O vestido
Evening dress	El traje de etiqueta	Traje a rigor
Fur	La piel	A pelle
Gloves	Los guantes	As luvas
Hairpins	Las horquillas	Os grampos
Handkerchief	El pañuelo	O lenço
Hat	El sombrero	O chapéo
Jewellery	Las joyas	As joias
Necktie	La corbata	A gravata
Nightgown	El camisón	O camisão ; a camisola
Overcoat	El sobretodo ; el abrigo	O sobretado
Parasol	El quitasol	O guarda-sol
Pyjamas	Pijama	O pijama
Purse	La bolsa	A bolsa
Razor	La navaja ; Maquina para razurar	A navalha de barba
Ring	El anillo ; la sortija	O anel
Shirt	Camisa	A camisa
Shoes	Los zapatos	Os sapatos
Skirt	La falda	A saia
Slippers	Las zapatillas	A chinela
Soap	El jabón	O sabão
Sponge	La esponja	A esponja
Stockings	Las medias	As meias
Stud	El botón de camisa	O botão de collarinho
Towels	Las toallas	As toalhas
Trousers	Los pantalones	Aa calças
Umbrella	El paraguas	O guarda-chuva
Waistcoat	El chaleco	O collete
Watch	El reloj	O relógio

CARDINAL NUMBERS.

1	Uno (m) una (f)	Um (m) uma (f)
2	Dos	Dois (m) duas (f)
3	Tres	Tres
4	Cuatro	Quatro
5	Cinco	Cinco
6	Seis	Seis
7	Siete	Sete
8	Ocho	Oito
9	Nueve	Nove
10	Diez	Dez
11	Once	Onze
12	Doce	Doze
13	Trece	Treze
14	Catorce	Quatorze
15	Quince	Quinze

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16	Dieciseis	Dezaseis
17	Diecisiete	Dezasete
18	Dieciocho	Dezoito
19	Diecinueve	Dezanove
20	Veinte	Vinte
21	Veintiuno (a)	Vinte e um
22	Veintidos	Vinte e dois
23	Veintitres	Vinte e tres
24	Veinticuatro	Vinte e quatro
25	Veinticinco	Vinte e cinco
26	Veintiseis	Vinte e seis
27	Veintisiete	Vinte sete
28	Veintiocho	Vinte e oito
29	Veintinueve	Vinte e nove
30	Treinta	Trinta
31	Treintiuno (na)	Trinta e um
32	Treintidos,* etc.	Trinta e dois
40	Cuarenta	Quarenta
50	Cincuenta	Cincoenta
60	Sesenta	Sessenta
70	Setenta	Setenta
80	Ochenta	Oitenta
90	Noventa	Noventa
100	Cien, ciento	Cem, Cento
101	Ciento uno (una f)	Cento e um
200	Doscientos (m)	Duzentos (a)
	Doscientas (f)	
300	Trescientos	Trezentos
400	Cuatrocientos	Quatrocentos
500	Quinientos	Quinhentos
600	Seiscientos	Seiscentos
700	Setecientos	Setecentos
800	Ochocientos	Oitocentos
900	Novcientos	Novcentos
1,000	Mil	Mil
1,001	Mil uno (una)	Mil e um (una)
1,100	Mil ciento	Mil e cem
1,101	Mil ciento uno	Mil cento e um
1,200	Mil doscientos	Mil e duzentos
2,000	Dos mil	Dois mil
100,000	Cien mil	Cem mil
200,000	Doscientos mil	Duzentos mil
500,000	Quinientos mil	Quinhentos mil

* The compound numbers (16 to 99, except the even tens) can also be spelt diez y seis, veinte y dos, cuarenta y cinco, etc.

ORDINAL NUMBERS.

1st	Primero	Primeiro
2nd	Segundo	Segundo
3rd	Tercero	Terceiro
4th	Quarto	Quarto
5th	Quinto	Quinto
6th	Sexto	Sexto
7th	Septimo	Setimo
8th	Octavo	Oitavo
9th	Noveno, nono	Nono
10th	Decimo	Decimo
11th	Undécimo or décimo primero	Undecimo
12th	Duodécimo or décimo segundo	Duodécimo
20th	Vigésimo	Vigésimo
21st	Vigésimo primero, etc.	Vigésimo-primeiro, etc.



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ON THE WAY TO SOUTH AMERICA

(DIRECT) DISTANCE TABLES.

EUROPE TO RIVER PLATE.

The distance from port to port is to be read at a glance in the table below ; thus Southampton to Pernambuco (*direct*)—3,954 miles ; Lisbon to Buenos Aires (*direct*)—5,320 miles.

Southampton.

83	Cherbourg.			Pernambuco (<i>direct</i>)—3,954 miles ;			Lisbon to Buenos Aires (<i>direct</i>)—5,320 miles.								
551	503	Coruna.													
648	600	124	Vigo.												
706	658	186	78	Leixoes.											
866	818	343	240	177	Lisbon.										
1311	1263	783	702	652	528	Madeira.									
2345	2297	1817	1737	1685	1551	1041	St. Vincent.								
3954	3906	3428	3346	3293	3155	2651	1614	Pernambuco.							
4338	4290	3814	3730	3677	3540	3035	1998	389	Bahia.						
5023	4975	4497	4414	4362	4222	3720	2684	1075	747	Rio de Janeiro.					
5210	5162	4684	4601	4549	4409	3907	2871	1262	934	208	Santos.				
6007	5959	5481	5398	5346	5206	4704	3668	2059	1731	1028	884	Monte Video.			
6121	6073	5595	5512	5460	5320	4818	3782	2173	1845	1142	998	114	Buenos Aires.		

DISTANCES FROM PANAMÁ.

Southampton—Panamá	.. 4,641 miles	Liverpool—Panamá	.. 4,674 miles
New York—Panamá	.. 2,016 miles		

WEST COAST DISTANCES.

Panamá.

1340	Callao.											
1783	449	Mollendo.										
1912	581	139	Arica.									
1980	646	219	107	Iquique.								
2137	806	428	323	223	Antofagasta.							
2449	1127	781	697	598	392	Coquimbo.						
2615	1299	962	881	780	576	199	Valparaíso.					

DISTANCES FROM NEW YORK.

(British Admiralty Tables.)

New York to :—

	Miles
Pará	2,855
Pernambuco	3,670
Bahia	4,057
Rio de Janeiro	4,743
Santos	4,930

New York to:—

	Miles
Rio Grande (R. G. do Sul) ..	5,451
Montevideo	5,727
Buenos Aires	5,838
Bahia Blanca	6,120
Magallanes (Punta Arenas)	6,981

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3006, Valparaiso. Tel. Add. :
"Lever," Valparaiso.

The ports of call on the way from Europe or the United States to South America vary according to the voyage and to the individual arrangements of the steamship companies. Brief descriptions are given here of intermediate points lying upon the main ocean routes, and also of some others which are less often visited. Some particulars are given of attractions in the vicinity, even though visits to the interior may not always be practicable to through passengers. Upon any of the main routes the voyage can be made in complete comfort, and, indeed, luxury.

The steamers carrying passengers to South America are specially designed for the trade and are noted for their comfort, cleanliness, and discipline. They are fitted with artificial heating for cold weather, and with ventilating systems to relieve oppressive heat in the tropics. The appointments of the larger vessels are strikingly magnificent, with a first-class orchestra for concerts, dances, and fancy dress balls; a gymnasium (in charge of an expert instructor); an open-air swimming-bath available for the greater portion of the voyage; and full facilities for deck games and sports.

Full enjoyment of the social opportunities depends largely upon the passengers themselves, who contribute to their own and the general pleasure by forming committees for the organization of games and other gatherings.

SANTANDER.

Santander, upon the north coast of Spain, is a regular port of call for P.S.N.C. steamers from Liverpool to the West Coast of South America, and normally a stay of ten to twelve hours is made. The port is 685 nautical miles from Liverpool, has 100,000 inhabitants, and is placed picturesquely upon the bay. The natural charm of the coast, the fine beaches, and the favourable climate have made it into a fashionable seaside resort of international reputation. The town enjoys the patronage of the most select Spanish society, who stay at the fine hotels or in their own sumptuous villas. Many national sporting events, such as tennis and golf championships, yacht races, etc., are held there annually. Students from all over the world attend the Summer University.

Places of Interest :—The old and the new towns are distinctly separate. The former is on a hill crowned by an old castle, its streets narrow and tortuous. The Cathedral, a 13th century Gothic building, has a crypt which is worth visiting. In the lower (the new town) the wide, straight thoroughfares lined with beautiful trees, are flanked by fine buildings and handsome residences. Surmounting the rocky promontary which forms the eastern arm of the Bay of Santander, is the splendid Royal Palace of Magdalena, set in extensive grounds which include a large polo field. On the far side of this peninsula and a little to the west lies the Sardinero Beach bordering the Bay of Sardinero, a beach of fine golden sand with safe sheltered bathing. Many of the best hotels and villas are along the shore, which is approached from the landing place by the famous Avenida de la Reina Victoria. At the back of Santander lies a chain of sheltering mountains known as the "Picos de Europa" (Peaks of Europe). The highest (Torre de Cerredo) does not exceed 9,000 feet, but the rise from sea level is so abrupt that they are most impressive. There is an entrancing variety of scenery—glaciers, ravines, peaks, and precipices. A number of pleasant walks and drives may be made in this area. Nineteen miles from Santander, at Santillana del Mar, are the famous caves of Altamira, with their pre-historic paintings.

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LA CORUÑA.

La Coruna, on the north-western coast of Spain, is served by the principal vessels sailing between England and South America. It is a main line terminus from which expresses with dining and sleeping-cars run daily to and from Madrid and the frontier.

The town is associated in English memory with Sir John Moore, who, when driven from the interior by Napoleon, turned upon Soult in January 1809 and administered a check which enabled the British forces to escape to the ships. His grave lies in the Garden of San Carlos on the outskirts of the town. The ruins of the port gates are memorable as those from which Philippe II sailed to marry Mary Tudor, and Charles V for his coronation as Emperor of Germany.

The upper town on the mountain side is walled by ancient battlements, but the lower town has many new buildings. During the "Horas de Paseo" the general animation and gaiety is almost Parisian in its atmosphere.

Santa Maria del Campo, the principal church, is a small Gothic building with three naves, a Norman porch, and a pyramidal tower. The church of San Jorge (Plaza de San Jorge) contains two famous paintings, "Annunciation" and "Purgatory," by Pierre Vanderlaken. There is a fine fifteenth-century bas-relief in the side tower of the Capucine convent (Calle de Panaderas). There are charming motor drives in the neighbourhood, and many good trout streams.

Landing :—Vessels usually berth at the quays.

Conveyances :—Electric trams, trolley-cars, and motor-cars.

Hotels :—		Address.	Per day.
Finisterre	..	Paseo del Parrote	125-175 pesetas
Embajador	..	Marina	50-120 "
Atlantico	..	Paseo Mendez-Núñez	50-60 "
Palas	..	Cantón Grande	50-70 "
España	..	Calle Juana de Vega	35-40 "
Roma	..	Calle de Castelar	30-40 "
Continental	..	Calle de Castelar	Rooms only 10 "

Excursions :—Tram to Sada; motor to Arteijo, Carballo and Santiago de Compostela; train to Ferrol and to Santiago de Compostela.

VIGO.

Mail steamers call, but do not usually stay for long (outwards, 5; homewards, 2 hours). The Bay is 20 miles long by 3 miles wide, with very deep water and is large enough to hold all the world's navies. Cabo Estay on the south and Sobrino Point on the north guard an opening nine miles wide. The rocky and picturesque Islas Cies form a complete natural breakwater against westerly gales. The City, nine miles up the southern shore of the Bay, is modern, has 150,000 inhabitants and beautiful massive stone houses. It looks remarkably clean and well kept and is beautifully set, rising tier by tier up a steep hill from an avenue of plane trees at the base to a citadel crowning the height.

This Citadel, called "El Castro," built by Philippe IV, was formerly one of the three forts that guarded the town. To-day it is surrounded by a beautiful park, easily reached by car, from which an almost aerial view may be obtained. It is provided with a good restaurant where excellent meals may be had.

Another spot for sight-seeing is mount "La Guia," from which

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a sidelong view of the town may be obtained. A visit to Castrelos Palace is also recommended. It is an antique building converted into a museum, surrounded by lovely gardens, where the Head of State resides when in Vigo.

Notable buildings include the principal church (Doric Greek), standing in the Plazuela de la Iglesia. The Theatre Garcia Barbon, the Casino, and the Rosalia de Castro Picture House, all in one building, are in the Calle Policarpo Sanz. The Cine Fraga is in Calle del Uruguay. There are other picture houses besides. The agency of the Royal Mail Lines, Limited, where an English-speaking staff is engaged, is near the quay. Also on the sea front is the new building of the Royal Nautical Club, in the shape of a ship. It is supposed to be one of the finest in Europe.

Conveyances :—Open or closed motor cars, ptas. 50 and 40 for large and small cars respectively, within the limits of the town, and per hour. Cars engaged to leave the town are charged by the distance at the rate of ptas. 3.50 and ptas. 2.50 per kilometre for large and small cars respectively.

Cables :—The Eastern Telegraph Co., Ltd., Calle Taboada Leal 40.

Hotels.		Address.	Per day.
Continental	..	Avenida Canovas del Castillo ..	60-100 pesetas.
Moderno	..	Calle Polcarpo Sanz 5 ..	60-75 "
Universal	..	Avenida Canovas del Castillo ..	40-60 "
Alameda	..	Plaza Compostela ..	35-45 "

Prices include meals except at the Alameda.

Excursions :—By motor launches to the Island of San-Simon, Puente Sampayo, and other picturesque spots up the river. Ferry boats leave hourly for Cangas and Moaña, fishing villages on the north of the bay, from which there are pleasant walks to hamlets in the interior. Three admirable beaches are within easy distance. Samil Sands, the best for bathing, is 20 minutes' electric tram ride; Bayona beach famous for its sunsets, is one hour's electric tram journey; Playa America has a good small hotel and villas to let. At the Club de Campo (Country Club) tennis may be played by special permission.

In a couple of hours a tour can be made by motor car to "El Castro" and "La Guia" mounts, as well as to Castrelos Palace, which affords a magnificent idea of the town.

OPORTO.

Leixões is the seaport for Oporto. It has been secured from storms by two great jetties seen on either side as the steamer enters the harbour. It is served from Oporto, 5 miles away, by both standard and narrow gauge railways.

Hotel : Hotel Portomar (80-180 escudos).

Passengers and baggage are taken ashore in rowing boats at 3 escudos per head, and 1.20 escudos per package; minimum payment per rowing boat, 15 escudos. Charges per motor or steam launch are 50 per cent. higher. Landing and embarking charges are doubled in rough weather, the signal for which is a blue flag over the Harbour-master's office. Certain passenger ships, however, can now embark and land their passengers at the quays of the new dock.

Oporto has several public squares. The largest is the Praça da Liberdade, with a fine bronze statue of Dom Pedro IV. All over the city are fountains and well laid-out promenades. The Sunday promenade in the Crystal Palace gardens is especially fashionable.

Many of the dwellings date from the sixteenth century. The streets of the old town are narrow and tortuous, although there are striking modern boulevards. Good examples of the latter are the Rua dos Clerigos, the streets of Santo Antonio and Santa Catarina, the Rua Sá da Bandeira, and the Rua das Flores (the "Regent Street" of Oporto). The last-named shows beautiful

examples of the local gold and silver filigree work.

The cathedral (Sé) has a fine interior, including a solid silver altar and retable. The church of São Francisco, close to the Bolsa (Exchange), is a mass of delightful carving of the fifteenth and sixteenth centuries. The Clerigos church has the highest spire in Portugal (246 ft.). This dominates the city from every point. The post office lies in Praça da Batalha, east of the Central Station.

A remarkable bridge—the Ponte de Dom Luiz Primeiro—is a quarter of a mile to the south of the Praça da Liberdade. It crosses the Douro in a single span of 560 ft. at a height of 120 ft. The engineer of this bridge, and of one higher up the gorge, was Eiffel, who designed the Eiffel tower. From the monastery between these bridges the Duke of Wellington launched his attack upon the French General Soult.

Cathedral Hill and Victory Hill look down upon the River Douro, which flows through an area famous the world over for its port wine. The wine is brought by rail and river from the grape-growing district to the wine lodges at Vila Nova de Gaia (seen across the river from the city), whence this valuable local monopoly is shipped.

Conveyances :—There is a good service of electric trams. The City is served by 3 railway stations ; São Bento is the terminus for the main lines which branch off north and south at Campanha on the outskirts of the town ; the Trindade Station, also at the centre of the City, is the terminus of the narrow gauge railway going north.

Landing :—Launches and rowing boats.

Hotels :—Grande Hotel do Imperio, Praça da Batalha (80-295 escudos) ; Grande Hotel do Porto, Rua Santa Catarina (70-150 escudos) ; Hotel Infante de Sagres, Praça D. Felipa de Lencastro (40-180 escudos) ; Hotel de Paris in Rua da

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LISBON.

The south-western coast of Portugal is low-lying and looks insignificant from the sea. At length there is a gap, and the vessel steams up the estuary of the Tagus. The scenery changes, and we see the Rome of the Iberian Peninsula, Lisbon, standing out in all the majesty of her seven hills. The city rises in picturesque terraces, a most striking spectacle. Many of the houses are faced with tiles, often in rich blue.

Mail steamers to South America from Southampton and London moor alongside the quay at Alcantara or at the Rocha do Conde de Obidos. Passengers like to visit the famous "Black Horse Square" (Praça do Comercio), so named from the bronze equestrian statue of José I in the centre. Almost all the buildings in this square are Government buildings. On the east is the Bolsa (Exchange) and the Custom House, and on the west the Post Office. Lisbon has other fine squares, including the Praça do Municipio, with a curious marble pillar, and the Praça Rocio. Camoëns Square, with its monument to the great poet, and the grand "Avenida da Liberdade," should not be missed.

The Cathedral or Basilica of St. Vincent preserves in part its original Gothic architecture, and in part the French style of Louis XIV, introduced when the building was restored after an earthquake. It contains the bones of St. Vincent, the patron saint of Lisbon. The legends of the Sacred Ravens are shown in blue and white tiles round the walls.

The Church of San Roque, despite a mean exterior, has rare marvels within. Its crowning glory is the Chapel of St. John the Baptist, to the right of the High Altar. Other sacred buildings worth visiting are São Vicente de Fora (on rising ground east of the cathedral), the Estrela Church (dominating the west of the city), and Nossa Senhora da Conceição Velha (Rua da Alfandega, off the east side of Black Horse Square. The Castelo de S. Jorge, the Museu Militar (daily, 2 p.m. till 5 p.m.), and the Museum of Contemporary Art, Rua Serpa Pinto (daily, 11 a.m. till 5 p.m., except Sunday), are all well worth a visit.

Other points of interest include the Museum of Arte Antiga at the Janelas Verdes, where there is a good collection of art treasures; the Palacio da Assembleia Nacional (Parliament House) in Largo da São Bento, on the west side of the city; Museu Nacional das Belas Artes (open Sundays and Thursdays, 11 a.m. to 4 p.m.; other days, mid-day to 2 p.m., by application); Museu Archeologico do Carmo (antiques, etc., open daily 10 a.m. to 4 p.m.; charge 1 escudo); Academia das Sciencias (Rua do Arco de Jesus, open week days, 10 a.m. to 3 p.m.); Botanical Gardens (north-west of Rocio Square), said to be the finest in Europe; Estufa Fria (Fernery and Rock Gardens) in King Edward VII Park, at the top of Avenida Liberdade; Bull-ring (in Praça do Campo Pequeno), bull-fights in summer; the Estadio Nacional (Stadium), seating 60,000 people, in the Vale do Jamor, 10 minutes by road; National Library,

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north-west of Black Horse Square, with many rare MSS. and books. Inclined railways and street lifts carry pedestrians from terrace to terrace. The waterworks of Lisbon are remarkable.

Borrow's description is quoted from his "Bible in Spain" (1842) :

I boldly say that there is no monument of man's labour and skill pertaining either to ancient or modern Rome, for whatever purpose designed, which can rival the waterworks of Lisbon. I mean the stupendous aqueduct whose principal arches cross the valley to the north-east of Lisbon, and which discharges its little rannel of cool and delicious water within that beautiful edifice called the Mother of the Waters, from whence all Lisbon is supplied with the crystal lymph.

Conveyances : Electric trams, buses, and motor cars. Elevators and inclined railways connect the upper and lower towns.

Railway Stations :—(1) Estação Rocio (Central Station), the principal terminus for inland routes.

(2) Estação de Barreiro, on the south side of the Tagus. A steam ferry connects it with "Black Horse Square."

(3) Estação Cães dos Soldados, on the East quay.

(4) Estação Cães do Sodrê, on the West quay, for electric trains to Estoril, Mont Estoril, and Cascaes.

(Nos. 3 and 4 stations for local lines).

Shopping Centres :—Rua Augusta, Rua Garrett, Rua Aurora, Rua da Prata, Rocio Rua Nova do Carmo.

Cables :—Eastern Telegraph Co., Ltd., 40/42 Rua Augusta.

Hotels :—				Address.
Aviz	..	..	..	Av. Fontes Pereira Mello
Avenida Palace	..	..	..	Largo de Camoës
Tivoli	..	..	..	Av. da Liberdade
Borges	..	..	..	Rua Garrett (Chiado)
Metropole	..	..	..	Rocio
Victoria	..	..	..	Av. da Liberdade
De l'Europe	..	..	..	Praça Luiz de Camoës

Note : These hotels are given, roughly, in the order of decreasing expensiveness. (For the Announcements of Local Hotels and Business Houses see the section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS.")

ENVIRONS OF LISBON.

A short distance from Lisbon is **Belem**, reached by electric tram or rail from Cães do Sodrê Station. Close to the mouth of the Tagus, it contains the Tower of St. Vincent, the first building seen by passengers arriving by steamer. Here also are the Church and Convent of St. Mary, generally known as the Jeronimos. The church was built in 1500 to commemorate the discovery of the sea route to India by Vasco de Gama. It is here that Camoës, Vasco de Gama, and several of the kings lie buried. The Cloisters are exceptionally beautiful.

In the ancient riding hall attached to the Palace of Belem (now the residence of the President of the Republic) is the Museu dos Coches, open daily except Fridays. Its collection of coaches is the finest of its kind in the world.

Cintra is reached by rail in about an hour from Rocio Station ; or by motor car, which should be hired from an approved service.

George Borrow wrote ;

If there be any place in the world entitled to the appellation of an enchanted region it is surely Cintra . . . by Cintra must be understood the entire region—town, palace, quites, forests, crags, Moorish ruins, which suddenly burst on the view on rounding the side of a bleak, savage and sterile-looking mountain.

Cintra is at its most perfect in March-April. Places of interest in the neighbourhood include Montserrat, Cork Convent, Praia das Maçãs and the old Moorish castle ; also Collares, famous for its

vineyards.

Hotels :—Netto, Nunes, Central, Costa.

Estoril and Mont Estoril, about 35 minutes by express train from Caes do Sodre Station, lies on the Bay of Cascaes, sheltered by the pine-clad hills of Cintra. It is a delightful winter resort, and a residential quarter for Lisbon people. The hotels are good and the charges moderate. Excellent boating, fishing, and bathing can be had, and there are lovely walks. There is a fine Casino in the park near the Palace Hotel, and a beautifully situated 18-hole golf course.

Hotels :—At Estoril : Estoril Palacio, Parque, Paris. At Monte Estoril : Grande, Miramar, Atlantico, Mont' Estoril. Several comfortable pensions at moderate prices.

MADEIRA.

The island is notable for a climate sunny without oppressive heat, and for an abundance of moisture without heavy rainfall. The winter season, the one most often selected for visits, extends from November to May, and the very agreeable summer season from June to October. There are hills 6,000 ft. high, on which flourish pines and the vegetation of temperate zones. The valleys between glow with the lustre of the tropics, and geraniums grow thickly in the hedges. The Southern slopes are covered with vineyards. The Lodges of the Madeira Wine Association, in which the famous Madeira wine is prepared, are centrally situated and open to inspection.

For political and judicial purposes Madeira is treated as an integral part of Portugal. The Portuguese import tariff is applicable.

Funchal, the capital, lies at the foot of a vast amphitheatre of



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hills. The scene as the steamer enters is fascinating, for the town is picturesquely laid out. The streets are paved with smooth, round cobbles, and sledges are much used for transit. Wicker-work, embroidery, lace, and jewellery are offered for sale from boats, and can also be bought ashore.

The public buildings are not without merit, but it is the peculiarities of costume and the domestic architecture which will most interest the visitor. The highly-polished cobble stones of the streets are trying, and those who wish to explore the town should wear boots with soft soles, preferably india-rubber. The market-place is well supplied with tropical and other fruits at all seasons of the year, and each passer-by, from the hammock-bearer in his white linen clothes to the peasant in his strange and often grotesque head-gear, excites attention.

The re-grading of several roads outside Funchal has opened up a large tract of beautiful, and formerly difficult, country to travellers by motor-car. The New Mole, extending 350 metres from Loo Rock, gives greater protection to the Harbour, and there is a New Marine Parade. The new Municipal Market, on the east side of the town, is well worth visiting.

Landing :—By launch to shore and back to ship, 4s. for the double journey.

Casino :—This is situated amidst beautiful grounds at the Quinta Vigia, with delightful views overlooking the Bay. It is closed at present.

Golf :—A fine 9-hole Golf Course has been opened at S. Antonio da Serra, 45 minutes' drive from Funchal, at an altitude of 2,500 feet, with grand mountain scenery.

Conveyances :—In the town, bullock sledges (or "Carros"), 5s. per hour, or according to distance.

Motor Cars :—Service in town 10s. per hour or out of town according to distance. Motor buses run to all parts.

Shopping Centres :—The main shops cluster round the top of the Entrada da Cidade, the avenue leading from the centre of the town to the quay.

Restaurants :—Chalet Restaurant Esplanade, Golden Gate, Theo's, Flamingo.

English Rooms :—This Club, which is in the centre of the town overlooking the sea, has a fine library and the latest periodicals. Visitors are welcomed.

The British Country Club is in the Hotel district and has a sporting mashie Golf Course, Tennis Courts, and Squash Court, besides other facilities. Application for membership should be made to the Secretary.

Cables :—Western Telegraph Co., Ltd., Electra House, Calçada de Santa Clara 32.

Bathing :—Reid's and Savoy Hotels have their own sea bathing facilities, and there is a fine Municipal Bathing Pool at the Lido.

Hotels :—		Address.	Shillings Per day.
Atlantic	.. .. .	Western Sea Cliff	from 15/-
Bella Vista	.. .. .	West Town	18/-
Miramar	.. .. .	West Town	25/-
New Avenue	.. .. .	Western Sea Cliff	30/-
Reid's	.. .. .	West Town	37/6
Savoy	.. .. .	West Town	25/-

There are several good pensions from about 12/- a day.

Guide Book : Power's Guide to Madeira. (George Philip & Son, 8s. 6d).

LAS PALMAS DE GRAN CANARIA.

Las Palmas de Gran Canaria is the capital of Grand Canary Island, which is almost circular in shape, 34½ miles long by 29½ miles broad, and has a population of 210,000. The island is traversed by great ravines, the largest of which, the Barranco de Tejeda, almost cuts it into two. Many of the ravines are exceedingly picturesque and thickly clad with hanging woods where there is

water. The south-eastern coast is flat, but the rest of the island is an ideal playground for holiday makers. Most of the country is exceedingly fertile and is well suited to the cultivation of oranges, tomatoes, figs, almonds, bananas, grapes, and cereals. The chief port is **Puerto de la Luz**, 4 miles from Las Palmas de Gran Canaria, with which it is connected by a service of motor-buses. Most visitors to Grand Canary make Las Palmas their headquarters. Interesting places to visit are Firgas, with its splendid scenery; Agaete, where there are mineral springs and an hotel; Teror, Arucas, Monte, Santa Brigida, and Tejeda.

Las Palmas de Gran Canaria itself is a clean, well-laid out town with a population of about 145,000 including its port, La Luz. Las Palmas is divided into three districts: Alcaravaneras, with luxurious villas and chalets, English church and British Club; Triana, the main shopping centre; and Vegueta, the older part of the town, with its fine squares and promenades. Both the Cathedral and the Museo Canario are well worth a visit. The museum contains a vast collection of aboriginal remains, including skulls, mummies, and a good deal of pottery.

The town has every possible kind of amusement, from cabarets, dancing, tennis and golf, to boxing, football, cock-fighting, and regattas. There is excellent bathing all the year round, and sea fishing gives good sport. There is an imposing Casino in the middle of the town, and a nautical club.

Hotels :—Hotel Madrid, near the Casino; Gran Hotel Parque, in San Telmo Park; Hotel Negresco. There are several boarding houses. Atlantic Hotel in the

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Alcaravaneras ; the Hotel Santa Brigida and Hotel Los Frailes in beautiful country surrounded by hills.

Cables :—Transradio Hispanola S.A., Calle Leon y Castillo 6.

Excursions :—There are several good motor roads. The following routes are recommended : Las Palmas, Marzagan, Jinamar, Atalaya, Santa Brigida, San Mateo, and back, 50 km. Las Palmas, Taira, Monte, Santa Brigida, Madronal, San Mateo, Las Lagunetas, Cruz de Tejeda, and back 90 km. Las Palmas, Tamaraceite, Teror, Valleseco, Palmal, Arucas, Tenoya, and back, 55 km.

Shipping :—Las Palmas is a port of call for vessels of the Royal Mail Lines, Ltd. Fortnightly service. Calls by many other important lines. There are twice daily air services, and four or five sailings a week between Las Palmas and Santa Cruz de Tenerife.

TENERIFFE.

Teneriffe, the largest of the Canary Islands, lies slightly west of the centre of the Archipelago, between the islands of Gomera and Grand Canary. It is about 60 miles long, with an extreme breadth of 30 miles. A chain of mountains runs from east to west, culminating in a celebrated peak, the Pico de Teide. It has a double top, one 12,000 ft., above the sea, and the other, 9,880 ft.

The sea-port and capital is **Santa Cruz** de Tenerife. The population is about 105,000, and the town is the residence of the Military Governor-General of the Canaries. It occupies a plain bounded by rugged volcanic rocks. The city is modernizing itself rapidly, for many large buildings have replaced the typical low, flat roofed houses. A large park has been laid out. An aqueduct, 5 miles long, brings pure water from the mountains of the interior. The Mercedes Forest, with its giant 30 ft. high heather, is worth a visit.

A splendid motor road has been built between Santa Cruz and the south of this island, passing through Candelaria, Guimar, Fasnua, Granadilla, San Miguel,

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Adeje, then going north to Guia, Santiago, El Tanque and to Teod, where it joins the main road from Santa Cruz. Tourists can go right round the island, but single day excursionists would not have time to make the journey.

Another motor road has been opened from Santa Cruz to Laguana, Esperanza, to the base of the Peak of Tenerife, through very interesting and pretty country. This excursion could be made by the single-day tourists, but the Peak can only be climbed by those who have more time at their disposal.

A motor road is now being built between Santa Cruz, San Andres, through the Mercedes Forest to Taganana. Another road is being built from Santa Cruz direct to the Mercedes Forest (not touching at La Laguna). This road rises to the mountain immediately above Santa Cruz, and the return journey may be made by the same road or *via* Laguna.

Attractions in Tenerife: —SANTA CRUZ: Municipal Theatre; Casino Principal; Five Cinemas; occasional Bull-fights; splendid Park; the Club Nautico (swimming pool, restaurant, bar, dances); Church where the flags taken from Nelson can be seen; Municipal Library. LAGUNA: Fine Promenades and country lanes; Ancient Churches; University. VILLA OROTAVA: Ancient Church; typical balconies. WAKI (near Tacoronte): Remnant of an old Guanche Village (about 1400 A.D.). TACORONTE: Golf Links.

Hotels: —Hotel Manecy; Hotel Orotava; Hotel Camacho; Spragg's English Hotel; Pino de Oro, above the town. Other hotels at Puerto Orotava, Santa Cruz, and La Laguna.

Cables: —Transradio Espanola S.A., Plaza de la Constitucion 1.

Air Service: —To Spain (by IBERIA); to Casablanca and Paris (by E.A.I.).

Guide Books: —"Brown's Guide to the Canary Islands"; "Canary Islands, their History and Natural History."

ST. VINCENT.

The Cape Verde Islands lie 350 miles west of Cape Verde, on the African coast. Of all the islands in the Atlantic they least deserve the name of "green." They are volcanic in origin. The islands are administered for the Portuguese Government by a residential governor. Population, about 120,000.

Porto Grande, in St. Vincent, is an important coaling and oiling station and a centre for the cable companies. There is a British community of about 50 persons; they have a 9-hole golf course, and golfers are very welcome.

Landing: —By tender. **Hotel:** —Chave d'Ouro. **Cables:** —Cable & Wireless Co., Ltd.

THE AZORES.

Nine in number, volcanic in origin, and wide of the regular steamer-track to the Caribbean and to South America, the Azores are visited by touring vessels. The equable climate favours the growing of early vegetables, oranges, and (under glass) pineapples for market; as well as tobacco, coffee, and tea. The islands, which are over 800 miles west of Lisbon, are administratively a part of Portugal, and support a population of over 250,000.

St. Michael's (São Miguel), the largest, measures 41 miles by 9, and holds over half the population of the group. It is nearly 100 miles from Terceira, the second largest, and is still farther from Pico (with a summit of 7,460 ft.) and Fayal. A regular inter-island air service connects St. Michael's, Terceira, and Santa Maria. The aerodrome on Santa Maria is served by several international lines.

Ponta Delgada, the capital of St. Michael's, is not only a coaling station but the only port in the Azores where fuel and Diesel oils are available. A good harbour has been created by an artificial breakwater. Excursions give distant views of impressive scenery, peeps into the craters of volcanoes, close views of rich flowers and

foliage and of lakes high above the level of the sea.

Hotels :—At Ponta Delgada : Hotel "Terra-Nostra." At Furnas (Hot Springs) : Hotel "Terra-Nostra."

Cables :—Europe and Azores Telegraph Co., Ltd., Electrica House.

Brown's "Madeira, Canary Islands, and Azores" (Simpkins, 7s. 6d.) gives detailed information.

ISLANDS AND ROCKS.

St. Paul's Rocks, in lat. 00.55 N., long. 29.23 W., lie near the route of steamers between Europe and Brazil. They are a group of guano-covered volcanic rocks about a quarter of a mile in extent, rising in height to about 67 ft.

Fernando Noronha, an island in lat. 3.50 S., long. 32.25 W., may be sighted on the voyage from Europe. It belongs to Brazil, and is used as a penal settlement for the State of Pernambuco. It is inhabited by some 700-800 convicts and the necessary military force, making a total of about 2,000. It has a cable and wireless station, and is sometimes used as a landing point for aeroplane flights from Europe to South America.

BERMUDAS.

This group of coral islands, less than 700 miles from New York, lies upon routes followed by steamers of the P.S.N. Co., between Liverpool and Valparaiso, and Royal Mail Line vessels between London and Vancouver. There are 360 islands and islets, about a score of which are inhabited. They form an area of slightly over 19 square miles, and have a population of under 40,000. The equable climate, 60-80 deg. F., according to season, is a great attraction, and their natural beauty, restful atmosphere, residential comforts, and opportunities for sport have contributed to make the Bermudas the holiday resort of an increasing number. There are two holiday seasons, the Winter season, from middle December to middle of May; and the Summer season, from middle July to the end of October. Its House of Assembly ranks next in point of age to the House of Commons. Bermuda is served by British Overseas Airways Corporation, Pan American Airways, Colonial Airlines, and Trans-Canada Airlines.

Governor :—Lieut.-Gen. Sir Alexander Hood, G.B.E., K.C.B.

Hamilton, the capital, is approached by a narrow channel threading a series of protecting reefs. The water is brilliantly clear, the shore greenery is vivid, and although there are no high hills the contour is pleasantly varied. The town is laid out geometrically upon rising ground. A public square near the wharf contains the principal public buildings. A cathedral in the Gothic style; Cedar Avenue; Mount Langton and Victoria Park are within easy distance of the water front. There is a fine aquarium, and the Crystal and Leamington Caves are well worth visiting.

The roads are good. Motor-cars are no longer prohibited, and horse conveyances and cycles can be hired. Ferry steamers ply to Ireland Island (with its great floating dock) to Somerset, Paget, and Riddell's Bay, but the Island of St David's is connected with the mainland by a bridge. St. George's, the former capital, is rich in Colonial tradition. Motor-boats and sailing craft can be hired.

Motor buses bring many outlying points of interest within easy reach.

Hotels.		Minimum rates per day (American Plan).			
Belmont	(Closed till Jan., 1952).
Bermudiana Apartments	On Application.
Castle Harbour	with bath \$14/18
Eagles Nest	33 33 \$12/16
Elbow Beach	33 33 \$14/16
Harmony Hall	without bath	\$11/14	33 33 \$16/20
Inverurie	33 33	\$14	33 33 \$12/16
New Windsor	33 33	\$7	33 33 \$8/10
Princess	33 33 \$17/20
St. George	\$10/12	33 33 \$12/16

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Cables :—Cable and Wireless (West Indies) Ltd., Front Street, Hamilton.

BAHAMAS.

This archipelago of islands, islets, and rocks, stretches from a point 40 miles off the coast of Florida south-eastward 700 miles to the north of Cuba and Haiti. The land surface is about half that of Wales. Twenty-five of the islands are inhabited, including New Providence, Grand Bahama, Abaco, Andros, Eleuthera, Exuma, Harbour Island, Inagua, Mayaguana, San Salvador or Watling's, Cat Island, Long Island, Crooked Island, Acklins, Rum Cay, Long Cay, Ragged Island, and the Biminis. Andros (100 by 40 miles) is the largest, and New Providence, on which stands the capital, the most populous. Watling's Island was the first land touched by Columbus upon his voyage of discovery (October 12, 1492).

The formation is of wind-blown coral sand, and the land is nowhere over 400 ft. high. The climate is healthy, and from December to May delightful. The Gulf Stream maintains a temperature above 50° F. minimum. The winds are seldom of gale force, and the rains occur chiefly from mid-May to mid-November. The rock is porous, and the dews sustain vegetation. The population of New Providence is 29,391. Total population of the islands is 81,000.

Tomatoes are grown in increasing quantity, and, together with sponge, yellow pine, turtle shell, and sisal hemp are among the chief articles of export. Cascarilla bark, lignum vitae, and other woods and conch shells are exported.

Governor and Commander-in-Chief :—Major-General Robert Arthur Ross Neville, C.B.E.

Nassau (20,000 population), upon New Providence Island, is the capital. Brilliant in sea and sky, with white roads and houses, magnificent trees and voluptuous flowers, the city is strikingly beautiful. Ships of suitable draught enter a large turning-basin and lie alongside the Government wharf through a channel with a minimum depth of 25 ft.

Bay Street, parallel with the harbour, has good shops. Fort Fincastle stands on a height behind the town. Government House, standing in 20 acres of beautiful grounds, is prominent on Mount Fitzwilliam. Visitors pass in glass-bottomed boats over a wonderful submarine garden, and visit the historic forts. The sponge market is a unique sight. Sea bathing and fishing are of the best, and there are golf, tennis, sailing, and other clubs. The regular service of

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Hotels:—	Address.	Hotels:—	Address.
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Royal Victoria	Parliament & Shirley St.	Parliament Hotel	Parliament St.
Port Montagu Beach	East Bay Street.	Drake Hotel	West Bay St.
Lucerne	Frederick Street.	Carlton House	East Street.

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JAMAICA.

There is a regular passenger service between the United Kingdom and Jamaica. In addition to M.V. "REINA DEL PACIFICO" of the Pacific Steam Navigation Company, Messrs. Elders & Pyffer Ltd., operate three passenger vessels, the Standard Fruit & Steamship Company one, and Jamaica Banana Producers' Association two.

Jamaica is the largest island in the British West Indies. It lies 4,000 miles from England, 540 from the Panama Canal, 90 miles south of Cuba, and 454 miles north of Cartagena (Colombia). Its area is 4,500 square miles: about two-thirds that of Yorkshire; it is 144 miles long; the population is 1,417,002.

Jamaica is known as the Isle of Springs, because of its numerous waterfalls and springs. The vegetation is luxuriant, the scenery magnificent and impressive. It is possible to explore the whole of the Island, through miles of sugar cane, coconut grove, and fascinating mountain scenery by car along the many shady and well graded roads. The Blue Mountains rise to 7,423 ft., and the "Peak" is quite easily reached by mule back.

The tropical heat at sea-level is tempered by consistent day and night breezes. In the mountainous interior the temperature is as low as 45° F. on winter nights and 75° F. on summer days. May and October are the rainy months.

Governor:—Sir Hugh Mackintosh Foot, C.M.G., O.B.E.

Kingston, the largest town on the British West Indies, has, including the Corporate area of Port Royal and St. Andrew, a population of 301,232. The harbour is most beautiful, and deep water allows ocean liners to berth alongside the many wharves. There is excellent fishing, golf, and tennis, and bathing facilities at the Myrtle Bank hotel.

The city is laid out in rectangles. The main thoroughfare from the water front is King Street, which leads to Victoria Park and beyond. It contains many of the principal buildings.

Port Royal, rich in historic memories, can be reached by War Department launch, or by a grand motor road running through the Palisadoes, a distance of 16 miles. Nelson's quarters can be inspected. Trains run to Spanish Town, the former capital, or to Port Antonio, one of the chief seats of the fruit industry; also to Montego Bay and other towns. The railway system serves a large part of the island, and all parts are accessible by excellent motor roads. Prolonged excursions into the mountains can be arranged.

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LONDON, W.I.**

Exports, 1950—£15,107,790. Imports—£22,380,000.

Exports:—The main exports are sugar, rum, bananas, cigars, logwood and logwood extracts, citrus, ginger, cacao, pimento, coffee, and honey. Sugar and bananas make up 57% of the exports by value.

Sugar production in 1950-51 was 267,928 tons. Local consumption is 54,000 tons.

Cables:—Cables and Wireless (West Indies) Ltd., 8, Port Royal Street.

There is a radio-telephone service between Kingston and St. Andrews and the greater part of the world.

The Jamaica Chamber of Commerce and Merchants Exchange:—Bank of Nova Scotia Buildings, Kingston. British Trade Commissioner:—Royal Mail Building.

Hotels:—There are numerous hotels and boarding houses at Kingston and other places.

Particulars can be had from the Tourist Trade Development Board, Kingston. (For announcements of business houses see also the later section, "LOCAL CLASSIFIED ADVERTISEMENTS.")

SANTO DOMINGO.

The island shared by the independent Republic of Haiti and the Dominican Republic has a total area of 30,401 square miles. It is the next in size to Cuba and the islands of the Greater Antilles (West Indies). Haiti means "mountainous" in the aboriginal tongue and describes the general character of the island, although extensive plains stretch between the forest-clad mountains. The island is well-watered, fertile, healthy, and has a tropical climate tempered by sea breezes.

The Dominican Republic, in the eastern part of the island of Hispaniola (19,322 square miles), was formed as an independent state in 1844. Its population in 1950 was 2,121,083. Sugar, cocoa, coffee, rice, molasses, maize, yuca starch, placer gold, and tobacco are the chief products. There are about 1,896 miles of motor highways.

The main exports are sugar, molasses, cacao, coffee, lumber, and bananas; during recent years cattle feed, meat, eggs, straw hats and hides have been added. Imports are mainly of manufactured products.

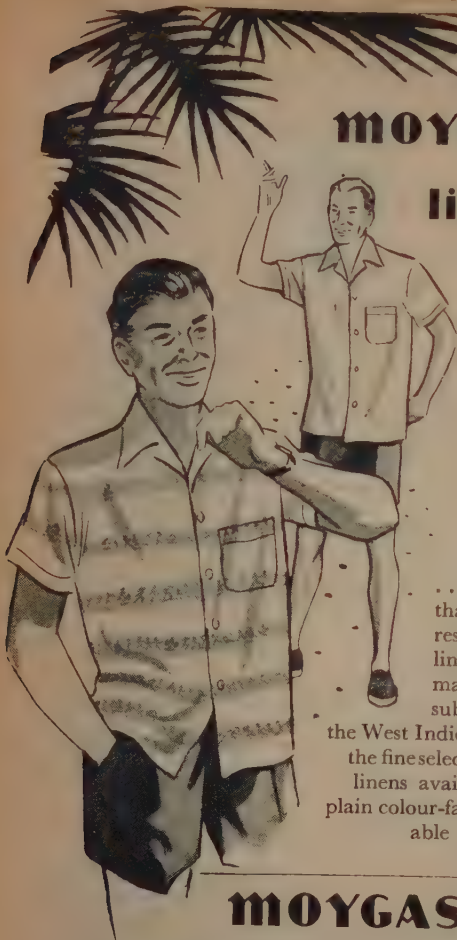
Sugar production in 1950-51 was 520,000 m.tons.

British Ambassador and Consul-General at Ciudad Trujillo: Stanley Herbert Gudgeon, C.B.E.

Ambassador Extraordinary and Plenipotentiary (London):—Sr. Julio Vega Battle. There are Consular representatives at Nottingham, Cardiff, Glasgow, Grimsby, Liverpool, Manchester, and Belfast.

Ciudad Trujillo, District of Santo Domingo, the capital of the Dominican Republic, with a population given in the census of 1950 as 181,533, is also the chief seaport. It has a regular cargo and passenger steamer service with New York, New Orleans, Puerto Rico, Venezuela, Jamaica, Curaçao, and connections with Cuba, Aruba, and all the Americas. It has several fine buildings of the colonial epoch, such as the Cathedral (1524-1540), which contains in an ornate tomb the body of Christopher Columbus. There are besides, several splendid ruins, such as the Alcázar de Colon; and San Nicolas, the first stone-built hospital in the Americas. There are fine avenues, especially Avenida George Washington, Avenida Independencia, and Avenida Bolívar. Among the attractive parks are Parque Independencia, Parque Ramfis, and the zoological gardens, newly built. The city is progressive and is growing fast. Many outstanding public buildings have been constructed recently.

IN THE WEST INDIES MEN WEAR



MOYGASHEL
REGD.

linen the
man's
fabric

... because men know that this pure, crease-resisting "Moygashel" linen will stand up to many a day's wear in the sub-tropical climate of the West Indies. They know too, of the fine selection of "Moygashel" linens available—patterned or plain colour-fast fabrics—all washable and crease-resisting.

MOYGASHEL
REGD.
PURE CREASE-RESISTING LINENS

'Moygashel' is the registered brand name of fabrics manufactured by:
STEVENSON & SON LTD., DUNGANNON, CO. TYRONE, N. IRELAND
AND LONDON, ENGLAND.

There are air services to all the Americas.

Santiago, San Pedro de Macoris, Puerto Plata, and San Cristóbal are the most considerable of the Dominican towns.

British Chamber of Commerce, Apartado 602, Ciudad Trujillo.

All America Cables and Radio, Inc.:—Calle de Arzobispo Merino 63.

Branch office: Hotel Jaragua.

Hotels :—(with food).		Address.	Per day. RD\$.
Jaragua	.. ..	Ave. George Washington	15.00 up
Colon	.. ..	E. Tejera, 17	5.00 "
Frances	.. ..	Calle Mercedes	4.00 "
Presidente	.. ..	Plaza Independencia	7.00 "
Victoria	.. ..	Calle 19 de Marzo	7.00 "
Fausto	.. ..	Ave. Independencia	7.00 "
Europa	.. ..	E. Tejera 19	4.00 "
América	.. ..	Calle Colon 11	4.00 "
Hotels outside the capital :—			
Montaña	.. ..	Jarabacoa	10.00 "
Hamaca	.. ..	Boca Chica (Beach Hotel)	12.00 "
San Cristobal	.. ..	San Cristobal	10.00 "
Mercedes	.. ..	Santiago de los Caballeros	4.00 "
Jimani	.. ..	Jimani	8.00 "
Maguana	.. ..	San Juan de la Maguana	8.00 "

HAITI.

The Republic of Haiti, forming the western third of the island, has an area of 10,200 square miles and a population estimated at 3.1 millions. French is the official language, but the common speech of all classes is a Creole patois. Most people speak both. The climate is hot but never suffocatingly so. The Capital is perpetually cooled by the breeze which blows in the morning from the sea to the land and in the evening from the land to the sea. Haiti is the most mountainous country in the Caribbean, but it is protected by nature against hurricanes.

The monetary unit is the Gourde, equal to 20 cents, U.S. currency. There is no exchange control. Weights and measures are computed on the metric system.

No passport or visa is necessary for tourists whose stay in Haiti does not exceed 30 days.

There are prospects of a large increase in agriculture. Coffee, cotton, and logwood grow semi-wild, sugar is grown and refined, logwood is extracted, cocoa, castor beans, and lignum vitae are exported, and tobacco and banana growing have been successful. The natives work sisal into handbags, shoes and slippers for export. There are over 1,500 miles of motor roads, on some of which motor-buses run regularly.

The main exports are coffee, cotton, sugar, bananas and sisal.

Exports during the fiscal year ended September 30, 1950, were 192,399,000 gourdes, and imports were 181,004,000 gourdes.

Port au Prince, capital and chief port of Haiti, population 142,840, has an excellent natural harbour with 30 ft. of water alongside wharf. Paving and drainage has been modernized, and the city has been otherwise improved in recent years. An asphalt road leads to Petionville (*Restaurant La Picardie, Hotels El Rancho and St. Francis*), 6 miles from Port-au-Prince and 1,500 feet above sea-level. A good asphalt road, 10 miles long, runs from Petionville to the holiday resort of Kenscoff (*Hotel Dereix, Hotel Florville, Chalet*

J. & R. TENNENT, LTD.

Wellpark Brewery, GLASGOW, SCOTLAND



Brewers of
LAGER—STRONG ALE—PALE ALE—STOUT

We supply the principal steamship companies, including : Royal Mail Lines, Ltd. and The Pacific Steam Navigation Company.

BULL'S

(BULL'S METAL & MELLOID CO.
LTD. - YOKER, GLASGOW)

**BRONZE
PROPELLERS**
of all sizes

and

SHIPS' WINDOWS
for
all classes and
types of ships

GOUROCK ROPES & CANVAS LTD.

*Sole Manufacturers of the
well-known Waterproof
Canvas—*

BIRKMYRE'S CLOTH

Also Manufacturers of
Ropes, Cords, Lines, Twines
Canvases, Ducks and Tents

Branch—

BUENOS AIRES,
Calle Moreno, 1734

Agents in

VALPARAISO, CONCEPCION
and CALLAO.

Head Office and Factory—

PORT GLASGOW, Scotland

EDWARDS, HENRIQUEZ & COMPANY

Est. 1856

CURACAO, Netherlands West Indies

BANKERS—Commercial Banking of every description transacted—Requests for information about this market and trade are promptly and thoroughly attended to.

AGENTS TO STEAMSHIPS AND INSURANCE COMPANIES—More than seventy years of experience in this particular line of business.

GENERAL IMPORTERS & EXPORTERS, MANUFACTURERS AGENTS

Their Affiliate:

PROSPERO BAIZ & COMPANY, INC.

Est. 1886

CURACAO, Netherlands West Indies

Importers, Wholesalers and Retailers of Building Material, General and Marine Hardware, Electric Motors, Ships' Supplies.

Exporters of Curacao Aloes, Dividivi, Orange Peel and other commodities.

Agents to Steamship Lines, Insurance Companies and Manufacturers.

CURAÇAO.

N.W.I.

FIRMA C. S. GORSIRA, J.P.EZ.,

STEAMSHIP AND INSURANCE AGENTS.

Partner and Managing Director: R. R. MUSKUS.

AGENTS FOR: Royal Mail Lines, Limited, London.
Holland-America Line, Rotterdam (Freight Service).
Royal Insurance Company, Ltd., Liverpool.
American Bureau of Shipping New York.
British Corporation Register, Glasgow.
And many more important Companies.

Telegrams: "GORSIRA."

P.O. Box 161.

FIRM G. TROOST

SHIP CHANDLERS.

Handelskade 10.

Cable Address: "TROOST."

CURACAO, D.W.I.

Ship Chandlers and Sole Importers and Agents for

John Crabbie Whisky.
Loitens Aquavit.
"Z.H.B." Beer.

Frydenlands Beer.
"Piet Hein" Gin.
"Graaf Egbert" Cigars.

King's Liqueur Whisky.

des Fleurs), 4,500 feet above sea-level, and where climatic conditions are excellent all the year round.

Port-au-Prince is set at the further end of a beautiful deep horse-shoe bay, with high mountains behind and a small island across the bay protecting it from high seas and tidal waves. The town is built in the form of an amphitheatre. In the lower part, at sea level, is concentrated the business section; on the heights are the private houses, generally surrounded by shady gardens. The heat is some degrees less at several summer resorts easily reached from the city.

There are numerous clubs—the Turgeau Club; society clubs, such as the Bellevue, the Port-au-Princien, and the Ambassadeur; and sports clubs, the most notable of which is the Thorland. A few kilometres from Port-au-Prince is a beautiful and shaded spot quickly reached by way of a magnificent foreshore road. It has tennis courts, a swimming pool, sea bathing, etc.

British Minister and Consul-General at Port-au-Prince: David Jarvis Mill Irving.

Hotels :—El Rancho; Roosevelt; St. Francis; La Citadelle; Splendide; Oloffson; Sans Souci; Aux Caraïbes and a number of smaller hotels.

All America Cables and Radio, Inc. :—170 Avenue du President Trujillo.
RCA Communications, Inc., Rues Peron et Courbe.

Cap Haiten, 170 miles from the capital, is the second city. Sight-seers should visit "The Citadel," a few miles from Cap Haiten. It was built by King Cristophe, in the 1800's. **Aux Cayes** and **Jacmel** are the most important ports on the south coast.

CURAÇAO.

Curaçao is the largest and most important of the six islands of the Netherlands Antilles in the Caribbean Sea. It is one of the group of the Netherlands Leeward islands: Curaçao, Aruba, and Bonaire. The second group is formed by the Netherlands Windward islands: Saba, St. Eustatius, and part of St. Martin. The population of the 6 islands is 164,073.

Curaçao has a length of 40 miles and an area of 173 square miles. It lies 40 miles off the Venezuelan coast. The population is 102,206, consisting of many different nationalities. Coral reefs surround the island, which is more interesting than might be supposed. It is hilly; the vegetation is scanty in spite of fertile soil, and the rainfall very deficient. Average temperature from December to March is about 80 degrees. The official language is Dutch, but the people of Curaçao have a language of their own, Papiamentu. This is a multi-lingualism closely related to Spanish; it has many Portuguese words, as well as Dutch linguistic elements. Spanish and English are both widely spoken by the educated classes. The territory is administered much on the same lines as Surinam (Dutch Guiana).

The main industries are oil refining and phosphatic rock mining. Curaçao also exports dividivi (for tanning), aloes, hides, skins, panamá straw hats, crude salt and orange peel (for making the well-known Curaçao liqueurs).

Willemstad, capital of the Netherlands West Indian Territory and of the island of Curaçao, population 42,327, vividly recalls Holland in its architecture. Quaint seventeenth century Dutch

S. E. L. MADURO & SONS, INC. Established 1837

WILLEMSTAD, CURACAO, N.W.I. *Cable Address:* "Madurosons Curacao"

AGENTS FOR SHIPPING AND AVIATION COMPANIES.

TRAVEL BUREAU. Member of IATA and ASTA. Agents of American Express Co.
Marine Bunker Oils and Marine Lubricating Oils Suppliers
AMEROID Water treatment and Fuel Oil Sludge Remover

Owners of Wharves: Standard, N. J. (Esso) and Shell Fuel Bunker fuel oil delivered ex pipe line from wharves at any time of day, night, Sundays or holidays.
Handling and warehousing of transshipment cargoes.

At Aruba: Address: S.E.L. Maduro & Sons (Aruba), Inc., Oranjestad, Aruba.
Cable Address: Madurosons, Aruba.

At Caracas: Address: Cia. Ana Venezolana Selmaduro, Esq. Veroes, Edificio "America," Apartado 3666, Caracas. *Cable Address:* Maduroven, Caracas.

LA CASA AMARILLA, INC.

(The Yellow House) CURAÇAO, N.W.I.

French and British Perfumes of the leading brands.

Agents for GUERLAIN, Paris — YARDLEY, London.

Oriental, Curios, Novelties, Ladies' Dresses, Gent's Suits.

The World's most renowned brands of Liquors and Liqueurs. Facilities for sales of Liquors in Bond, delivered to the ship, free of extra charges.

SAVE TIME AND MONEY VISITING FIRST "THE YELLOW HOUSE."

MORRIS E. CURIEL & SONS, INC. CURAÇAO, N.W.I.

Cable Address: "Morris Curaçao"

Import and Export — Wholesale — Representations.

Agents for the world's leading Liquors and Liqueurs: Johnnie Walker Whisky, Gordon's Gin, Cognac, Hennessy, Liqueurs Marie Brizard and Roger, Cointreau, Grand Marnier, Benedictine, Fockink, etc., Canadian Club Whisky, and many others.

Distributors of CHESTERFIELD Cigarettes.
Insurance Dept. (Life, Accident, Fire, Marine).

CURACAO TRADING COMPANY, S.A. CURACAO, N.W.I

CABLE ADDRESS { *General:* CURTRADING CURACAO.
Commercial Department: INDUSTRIE CURACAO.
Shipping Department: INDUSHIP CURACAO.

NATURE OF BUSINESS:

Importers and Exporters.

Steamship, Schooner, Airline and Insurance Agents.

Owners of Warehouses and Wharves with bunker facilities.

Suppliers of Ships, Building and Hardware Materials.

gabled houses are picturesque. The oldest part of Willemstad, and incidentally the shopping centre, is called Punda. Many of the streets in this shopping district are but fifteen feet wide, but they are lined with shops worthy of much larger cities. The residential sections of Scharloo and Pietermaai lie behind Punda. Across the entrance of the harbour, on the western side, is Otrabanda, connected with the town by a pontoon bridge. Willemstad has one of the finest harbours in the West Indies. It consists of a long channel (St. Anna Bay) which ends in a very large bay (Schottegat), and sufficient deep water is available for the largest ocean-going steamers. There are modern wharves for docking a great number of large vessels simultaneously. Ocean-going vessels use Willemstad harbour for their cargo and passenger operations and for bunkering. Caracas Bay harbour, where the largest vessels afloat can be accommodated, is used principally for loading tankers and for bunkering vessels which call for that single purpose.

The growth and prosperity of Curaçao date from 1916, when an oil refinery was built by the Royal Dutch Shell to crack the crude oil from Venezuela. This refinery is one of the largest in existence. A separate town for part of its 1,500 staff employees has been given the name of Emmastad. Other residential quarters are at Rio Canario and Julianadorp. There are also special residential districts for part of its 8,500 labourers.

Curaçao is a regular port of call for a great many steamship lines and carries on an extensive trade. Besides importing for its own needs, it is the principal port of transshipment of both passengers and cargo in many directions, principally to and from the rich districts around the Lake of Maracaibo in Venezuela.

Willemstad has a cable office (American) and Government wireless stations, ensuring rapid and efficient telegraphic communication with all parts of the world and with ocean-going vessels. Pilotage and wharf dues are the only port charges. Being practically a free port, Willemstad is the shopping centre of the surrounding countries and of transit passengers. It is a great tourist centre, especially for Americans.

The export of mineral oils from Curaçao and Aruba make the Dutch West Indies the first among the world's oil exporting countries.

Points of Interest :—Caracas Bay, noted for its scenery, with old fortresses and quarantine buildings ; HATO aerodrome ; Piscadera Bay Club, a bathing resort

John Henderson (Curacao) Co., Ltd.

Offices & Warehouses—EMMASTAD, CURACAO, N.W.I.

ALL SHIP STORE REQUIREMENTS
COLD STORAGE PLANTS, BONDED WAREHOUSES, Etc.

Telegrams : **Hendersons Curacao.**

Head Office:

23 & 25 Billiter Street, LONDON E.C.3.

Telephones : **Curacao Head Office—**

Isla : 2250, 2251, 2253.

Shipstore—Isla : 2254.

(a special permit must be obtained from the shipping agencies). Shopping : perfumes, silks, curios, etc. Motor-cars can be hired at reasonable charges.

Hotels :—Americano, at Otrabanda (from 22.50 guilders) ; Piscadera Bay Club (from 15 guilders) ; Park, at Otrabanda, (from 12 guilders) ; Avila (from 15 guilders) ; Trianon (from 12 guilders) ; Pasanggrahan (from 12 guilders). Rates include meals. (£1 = 5.26 guilders).

British Consul :—C. W. Hirschberg. Vice-Consul : L. E. Webb.

All America Cables and Radio, Inc. :—14 Handelskade. Government Wireless Office : Handelskade 18a.

Banks :—Hollandsche Bank-Unie N.V., Heerenstraat 3. Maduro and Curiel's Bank, de Ruyterplein ; F. Edwards, Henriques & Co., de Ruyterplein 1.

Air Services :—K.L.M., to New York, Glasgow and Amsterdam ; to Miami ; to Colombia, Costa Rica, Venezuela, Surinam, British Guiana, Dominican Republic, Haiti, Jamaica, Cuba, Trinidad, Panamá, Aruba, Bonaire, and St. Martin. PANAM to Miami, Cuba, Colombia, Panamá, Costa Rica, Trinidad, Venezuela, and Puerto Rico.

Because of the Venezuelan oilfield the island of **Aruba** is also of great importance. Two refineries have been established there, one by the Royal Shell and one by the Standard Oil Co. The American refinery is as large as the one in Curaçao. The total population of Aruba is about 53,500. There are regular steamer and air services between Aruba, Maracaibo, and Curaçao.

Hotel :—Strand (17.50 guilders).

British Vice-Consul :—At Aruba : V. F. H. Berry.

All America Cables and Radio, Inc. :—Nassaustraat, 333, also Government Wireless Office.

Banks :—Hollandsche Bank-Unie N.V., Oranjestad, Nassaustraat, 92. Aruba Bank, N.V. Aruba Commercial Bank Ltd.

(For business announcements see section, LOCAL CLASSIFIED ADVERTISEMENTS.)

BARBADOS.

Barbados, which gets its name from the numerous bearded fig trees, is the most easterly of the West Indian islands. Its area of 166 square miles makes it a little larger than the Isle of Wight. The island is shaped like a pear, with the pointed end to the north. Its greatest length is 21 miles and its extreme width 14. Within this small compass there is a great variety of hill, valley, and tableland. One deep valley cuts the island in two, the largest part being to the north, with Mount Hillaby (1,104 feet), at its centre. The rivers are small, but are much swollen during the rains. The island is healthy, for the heat is greatly tempered by trade winds, and the weather is never oppressive except during the summer and autumn. The population is 207,267.

Sugar is the staple product, one-half of the acreage being under cane. Barbados sugar has its own distinctive quality, no less than that of Demerara. Other products are cotton, rum, molasses, and tamarinds. Barbados has a considerable transit trade, being in some respects the central mart for all the Windward Islands.

Exports : 1950 : £5,758,975 ; imports : 8,067,944.

Bridgetown, the capital, with a population of over 50,000, is on Carlisle Bay, an open roadstead exposed to the wind from the south and south-west, but there is an inner harbour protected by the Mole Head. Steamer passengers go ashore by launch or boat (charge by shore boats 1s. 6d. per head, luggage 6d. per package). The main thoroughfare extends from Beckwith Place to Trafalgar Square, where are the chief public buildings, the cathedral, and a statue to Nelson. Visits should be paid to Queen's Park, Government House, and the house occupied by George Washington. The market in Cheapside is most interesting on Saturday nights. Buses run at

quarter-hour intervals from Probyn Street to the out-districts.

Motor-cars can be taken for Hackleton's cliff (997 ft.), where there is a view of the northern hills ; or to St. John's Church (824 ft.), to see the Windward coast and other points. Codrington College (affiliated to the University of Durham) is interesting.

Visitors can see the manufacture of sugar at the larger factories, such as Searles, Foursquare, Bulkeley, or Carrington. The noted Barbadian rum is made at Mount Gay, parish of Saint Lucy. Cotton is grown on nearly all the large estates, and is ginned and baled for export at the factory, about half a mile from the baggage warehouse.

Governor :—Sir Alfred William Lunghley Savage, K.C.M.G.

Cable Offices :—Cable and Wireless (West Indies) Ltd., B.M.L.A. Buildings, Beckwith Place, Bridgetown.

Aquatic Club :—Visitors are admitted at a nominal subscription to the Barbados Aquatic Club, situated on the Harbour, and may take part in swimming, yachting, dancing, and games. The Casuarina Club is at St. Lawrence, 4 miles from Bridgetown.

Golf :—The Rockley Golf and Country Club have an excellent 9-hole course and a splendid Club House, to which visitors are cordially invited free of charge. Special subscription rates per month, three months, or season.

Air Service :—B.W.I. Airways have service to Trinidad, Antigua, Puerto Rico, the Dominican Republic, and Miami (Florida). Both B.W.I.A. and the Venezuelan LAV fly between Barbados and Venezuela.

Hotels :—	Address.	Per day.	
		Winter : Nov. 1—	April 30.
Marine	Hastings .. .. .	.. .. .	\$9.00 and up.
Windsor	Hastings .. .. .	.. .. .	\$8.00 and up.
Hastings	Hastings .. .. .	.. .. .	\$8.00 and up.
Royal-on-Sea	Hastings .. .. .	.. .. .	On application.
Crane	St. Philip .. .. .	.. .. .	\$6.00 and up.
Ocean View	Hastings .. .. .	.. .. .	\$9.00 and up.

Rates include food and service, and are lower in summer.

PUERTO RICO.

Puerto Rico, the easternmost and smallest of the Greater Antilles, was ceded by Spain to the United States after the Spanish American War in 1898. The Island is served by direct steamship lines between insular ports and the ports of New York, Baltimore, New Orleans, Portland and Seattle, and the principal ports of Western Europe and South America.

Six airlines have been licensed to operate in the Puerto Rican trade ; Pan American Airways, on which San Juan, the capital of Puerto Rico, is a division point on the route from Miami, Florida, southward to Buenos Aires ; Eastern Airlines, which operates between Miami and San Juan ; Caribbean Airlines, which flies between San Juan and the Virgin Islands, maintains services between the islands and within the island of Puerto Rico ; Air France, which flies to Martinique ; British West Indian Airways, which flies the Trinidad—San Juan—Miami route ; and Iberia Air Lines, flying between Madrid and San Juan.

San Juan is 1,399 air miles from New York, 963 air miles from Key West, Florida. Total area of Puerto Rico is 3,435 square miles, of which some 2,000,000 acres have been segregated into private property holdings. Total arable land on which regular production is maintained amounts to approximately 870,000 acres.

The population of Puerto Rico at the end of 1949 was 2,500,000.

The population is of both Spanish and African negro descent, with the inhabitants of white Spanish ancestry considerably outnumbering those of negro ancestry. The language of the people of Puerto Rico is Spanish, but in the half century since the United States occupied the Island the use of the English language has increased greatly ; at the present time approximately 30 per cent. of the population is bi-lingual for practical purposes.

Puerto Rico is rectangular in shape, being approximately 100 miles long, 35 miles wide. The interior is very mountainous, the highest peak being Cerro Punta in the district of Jayuya ; altitude, 4,398 feet. El Yunque Peak, and its environs (3,483 feet) constitute a United States Forest Reserve which has been developed as a tourist resort. Streams are abundant throughout the Island, the annual rainfall varying, from district to district, between about 40 inches and 160 inches. Average summer temperatures in the coastal districts is 78.8 degrees Fahrenheit ; average winter temperature is 73.7 degrees. Coolest months are between November and April.

The Island's most important product is sugar. Production for the 1948-49 crop year was 1,278,000 tons. Sugar and its by-products: rum, alcohol, molasses, acetone, butyl alcohol, bay rum, etc., normally accounts for more than 75 per cent. of Puerto Rico's entire export income. Second largest export industry is hand needlework, at which approximately 65,000 persons are employed.

Tobacco is the second largest agricultural crop ; production is about 44,700,000 pounds. Around 26,400,000 pounds of mountain grown coffee is produced, besides seedling oranges, pineapples, grapefruit, and coconuts, a large part of which are processed in the Island and exported in the form of prepared, dessicated coconut for the candy and bakery trades.

Chief industrial pursuits, in addition to those already named, are the manufacture of cigars and cigarettes, Portland cement, glass bottles, buttons, hair-nets, brewing, carbonated beverages, rare nursery plants, hand-made gloves of both cloth and leather, and hand-made leather and hardwood novelties, fibre, ceramics, textiles and fibre sacking.

San Juan, the capital city and the second largest port in the Caribbean, is a metropolis of 500,000 inhabitants. The approach to its land-locked harbour is guarded by the old battlements of El Morro and San Cristobal fortresses ; the first dates from 1538, the latter from the 18th-century. The old city wall still surrounds the old part of the city and some of San Juan's older buildings stand at the edge of cliffs which drop 300 feet into the sea. La Fortaleza, official residence of the Governor ; Casa Blanca, official residence of the Commander of the United States forces in the Antilles ; San Juan Cathedral ; the Church of St. Louis and several other buildings still in use date back to the first half of the 16th century. Ponce de León, first Governor of Puerto Rico and the discoverer of Florida, on the North American mainland, is buried in the Cathedral. The Capitol, seat of the Insular Legislature's Home of Representatives and Senate, and of the Supreme Court, is an imposing building of white marble.

The Church of San Jose, in San Juan, is the oldest church in

constant use in the Western Hemisphere. It was built in 1522 and is in a state of remarkable preservation.

There is an active Office of Tourists to help visitors.

Hotels :—Caribe Hilton, Condado Beach, Normandie, Palace, Capitol, Escambrón Beach, San Geronimo Guest House, Columbus Hotel (in San Juan); Meliá (in Ponce); Coamo Springs (in Coamo); El Yunque (in Caribbean National Forest); Jagueyes (in Aguas Buenas); San Germán Costello Hall (in San Germán); Borinquen Country Club (in Aguadilla).

Banks :—The National City Bank of New York, The Chase National Bank of New York, The Royal Bank of Canada, The Bank of Nova Scotia, The Crédito y Ahorro Ponceño, The Banco Popular de Puerto Rico, The Banco de Ponce, The Credit Savings Bank.

Cables :—All America Cables & Radio, Inc., 2 Tacna St., also Ponce and Mayaguez; R.C.A. Communications (San Juan, Ponce, Mayaguez), Cable and Wireless (West Indies) Ltd., 1-3 Comercio Street, San Juan.

Ponce, Puerto Rico's second largest city on the South Coast, is a growing city of 65,182 inhabitants and is the commercial and shipping centre of one of the Caribbean's richest sugar producing areas. Near Ponce, the mineral springs and hotel at Coamo Springs, are a favourite attraction for visitors. Ponce is connected by motor, rail and air with the rest of the Island. The motor trip between San Juan and Ponce, crossing the central mountain range at an altitude of over 2,000 feet, is one of the most beautiful drives in the Caribbean (time : about 3 hours).

Cables :—All America Cables & Radio, Inc.; Calles Mayor y Comercio.

TRINIDAD.

The island lies upon the route between New York, Brazil and the River Plate. Some 10 degrees north of the Equator, it is separated from Venezuela by the Gulf of Paria and the narrow channels of the Bocas. Trinidad doubtless formed in distant times a part of the South American Continent. The island, which is the most southerly of the West Indies, is about the same area as Lancashire—1,980 square miles. It was discovered in 1498 by Columbus, has been colonized continuously since 1577, and been under British rule since 1797. According to the estimates for the year 1946, the population was 557,000, of which Trinidad contained 530,000 and the island of Tobago (since 1899 a Ward of the United Colony of Trinidad and Tobago) only some 27,000. Approximately 195,750 are of Indian descent and 261,500 coloured.

Tobago is an island 27 miles long and $7\frac{1}{2}$ miles wide. Every visitor to Trinidad should visit this beautiful and romantic place. It is believed by some to have been the island Defoe had in mind when he wrote "Robinson Crusoe." On a small island near by is a sanctuary for Birds of Paradise, which were originally imported from New Guinea. Tobago can be reached by frequent Government owned steamers and by daily plane.

Regular sailings are maintained to Europe, U.S.A., Canada, Central and South America (including Venezuela, Colombia, Peru and Chile), and to all the other islands in the West Indies.

Trinidad is hilly and the soil is remarkably rich. Its climate is tropical and divided into two seasons, a dry season extending from January to May and a rainy season from June to December. Average rainfall is 63.72 inches. The coolest period of the year is from

December to April, during which time Trinidad is a favourite resort for tourists. The temperature ranges between 70 degs. at dawn to 87 degs. at 2—3 p.m., dropping afterwards.

The main crop of the two islands is sugar; 140,632 long tons were produced in 1950-51. About 75 per cent. of this is exported, and the rest consumed locally or made into excellent rum, which is also exported. The next most important crop for export is cacao. Citrus fruits, and particularly grapefruit, are shipped.

Trinidad's economy, however, is based on petroleum, which accounts for 78.7 per cent. by value of its exports. Some 4 per cent. of the exports are of asphalt and its products. Natural asphalt is worked from a remarkable Pitch Lake at La Brea, 60 miles by road from Port of Spain. Petroleum output was 20,632,000 barrels, and asphalt production was 132,846 tons in 1950.

Export figures in the following table do not include the re-exports.

		EXPORTS.	IMPORTS.
1948	.. ..	\$127,105,384	\$131,822,264
1949	.. ..	\$131,790,000	\$154,214,803
1950	.. ..	\$167,562,497	—

Port of Spain (population 101,000), with a sheltered harbour, is the capital. Steamers of moderate size berth alongside the King's Wharf. The wharf is 3,300 ft., with a 30 ft. depth.

The streets are well planned; the railway station and tramway terminus adjoin the quay. Woodford Square, with the Government Building, or Red House, and the Anglican Cathedral, are near at hand. The Queen's Park Savannah is a pleasure ground in the residential quarter, easily accessible by tram-car. The famous Botanic Gardens, together with Government House, lie on the northern side of the Savannah. From an eminence of 300 ft. behind the gardens there is a striking view of the harbour. The Angostura Bitters factory is at Port of Spain. The firm entertains visitors free of charge with its products—within limits. There are several first-class clubs for golf, tennis and dancing; visitors are always welcome.

Information about Trinidad and Tobago can be obtained from the Tourist Board, Port of Spain, Trinidad; the Trinidad & Tobago Tourist Board, 122 East 42 Street, New York 17, U.S.A.; the Trinidad & Tobago Tourist Board, 37 Board of Trade Building, Montreal, Canada; and West India Committee, 40 Norfolk Street, London, W.C.2.

Steamship and Air Services: To and from U.S.A.: Moore McCormack Steamship Co., Alcoa Steamship Co., Inc., Canadian National Steamers, Furness West Indies Line, Royal Netherlands Steamship Company, Royal Dutch Airlines, Pan American Airways, British West Indian Airways, Linea Aeropostal Venezolana, Aerovias Brazil.

To and from Canada: Alcoa Steamship Co. Inc., Moore McCormack Steamship Co., Canadian National Steamships, Trans-Canada Air Lines, K.L.M.

To and from Europe: Air France, British Overseas Airways Corp., Compagnie Generale Transatlantique, K.L.M., Elders and Fyffes Ltd., French Line, Royal Netherlands Steamship Company.

West Indies. British West Indian Airways Ltd., Canadian National Steamships, Furness—West Indies Line.

Cables: Cable & Wireless (West Indies) Ltd., 65 Marine Square, Port of Spain.

Banks: Barclays Bank (Dominion, Colonial & Overseas) Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Messrs. Gordon, Grant & Co. Ltd.

Excursions: are organized ashore when the number of passengers warrant. Favourites are the drive over the "Saddle," to Maracas Bay, to Manzanilla Beach and Mayaro. Other places of interest are the Imperial College of Tropical Agriculture, Gasparee Island with the famous stalactite caves, the 'Islands' for

fishing and bathing, the world-famous Pitch Lake covering an area of 104 acres and considered one of nature's wonders.

Hotels :	Address.	Per day (inclusive).
Hotel Coblenz	2, Coblenz Avenue	From \$5.00
Dundonald Hotel	67, Dundonald Street	" \$5.00
Hotel de Paris	7, Abercromby Street	" \$5.00
Hotel Normandie	2, Nook Avenue	" \$6.50
Hotel Royal	69, Frederick Street	" \$5.00
Parisian Hotel	8, Abercromby Street	" \$5.00
Queens Park Hotel	Queen's Park West	" \$9.50
Saddle House Hotel	13, Saddle Road	" \$5.00

Hotels in Tobago :

Bacolet Guest House	Scarborough	" \$5.00
Bird of Paradise Inn	Speyside	" \$5.00
Burleigh House	Scarborough	" \$5.00
Heale Guest House	Speyside	" \$5.00
Hotel Robinson Crusoe	Scarborough	" \$4.00
Blue Haven Hotel	Scarborough	" \$12.00

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ARGENTINA

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Buenos Aires, 6,121 nautical miles from Southampton and 123 miles' steaming for ocean steamers from Montevideo, stands at the head of a great ocean route and is served by vessels of all nationalities, trading to and from all countries. It is the capital of Argentina, the largest city in the southern hemisphere (occupying 185 sq. kiloms.), and ranks sixth in magnitude among the cities of the world.

The name Buenos Aires conveys a well-founded allusion to its healthy situation. The city has been virtually rebuilt since the opening of the century. Its many parks and plazas, and its streets laid out upon the rectangular plan, are magnificent. Its site was selected in 1536, but its modern phase may be dated from the opening of the first passenger mole in 1855, and of the first railway in 1857. Since 1852 the population has increased from 76,000 to 2,982,580.

The city is in an eminent degree the heart of the republic. The railways to the interior converge upon Buenos Aires, and its situation upon the estuary gives it a natural dominance of the traffic on the Rivers Paraná and Uruguay.

The streets of the City of Buenos Aires are mostly laid out in square blocks, generally on the American plan. These blocks measure about 16,000 square metres, their length on either side being approximately 128 metres. A glance at the accompanying street plan will enable the new arrival to find his way easily.

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Cabs and automobiles are available at every point and large excursion cars start from Plaza de Mayo (front of the Government House), and other important places for a drive to the principal sights of the city and out as far as Tigre, the picturesque and popular resort situated on the banks of the Tigre and Luján rivers.

One of the quickest and most delightful of drives through the city and the immediate open-air spaces is to start from Plaza Mayo, front of the Government House (a point comprising the National Bank, Cathedral, Cabildo, Municipality, etc.). The route goes through the whole length of the Avenida de Mayo to Plaza Congreso, where the Congress building is, on to the right through Avenida Callao to Avenida Libertador General San Martín and through the latter to Palermo Parks, where beautiful gardens, trees, lakes, monuments and palatial residences meet the eye everywhere.

Near the Palermo Parks are the Zoological and Botanical gardens, Agricultural Museum and the Rural Society show grounds. From Avenida Libertador General San Martín you turn into Avenida Vertiz, where the Hipódromo Argentino or race-course is situated. Continuing through Avenida Vertiz you end the drive at the Barrancas de Belgrano, an attractive though not extensive park surrounded by beautiful residences. This drive takes about half-an-hour and is well worth making.

The aristocratic thoroughfare of Buenos Aires is Florida Street, where there are important shops of every description. Here the elegance of the Argentine lady can be well appreciated. This street is closed to wheeled traffic between 11 and 20.30 o'clock, so that pedestrians can inspect in comfort the attractively dressed windows of the big shops.

The next most important high class residential and shopping thoroughfare is Avenida Santa Fé, a wide street running from Plaza San Martín towards Palermo.

Avenida de Mayo, Callao, Av. R. Sáenz Peña, Av. Corrientes, Córdoba, Santa Fé, etc., are remarkable for their immense traffic. The buildings on these avenues are monumental specimens of modern architecture. Among them are some of the principal hotels.

The banking centres are in Reconquista, Bartolomé Mitre, San Martín, Cangallo and 25 de Mayo.

Landing :—From large transatlantic vessels : Usually alongside Custom House wharf in Darsena Norte (North Basin), otherwise alongside wharf in the dock, or basin to which the ship is assigned. From river boats and South coast vessels : alongside Custom House wharf in Darsena Sud (South Basin).

Local Steamships :—The following services, among others, are undertaken by the Argentine Navigation Company Dodero S.A.

Montevideo (Uruguay) nightly service.

Colonia (Uruguay), daily service, combining with bus service from Colonia to Montevideo and Carmelo.

Rosario (Paraná River), sailings Tuesdays and Fridays.

Corrientes (Paraná and Paraguay Rivers), Tuesdays and Fridays.

Salto and Concordia (Uruguay River), Tuesdays and Fridays.

Guaqueyachu (Uruguay River), Tuesdays and Fridays.

Iguazu Falls (*via* Posadas), from Posadas Thursdays and Mondays.

Posadas (*via* Corrientes), Tuesdays and Fridays.

Corumbá (Mato Grosso, Brazil), weekly service, conditional.

South Coast. Up to Punta Arenas and intermediate Patagonian ports, served by a monthly service of the Imp. & Exp. de la Patagonia and State Steamship Lines.

Note. All the above schedules are subject to change or cancellations.

Taxi Fares :—Official rates 80 cents for first 200 metres, and 10 cents per 120 metres thereafter by day ; for every half minute's wait, 10 cents. Minimum fare, 80 cents. A charge of roughly one peso is made for each piece of baggage.

Coaches :—For the first 1,500 metres, 40 cents. For each succeeding 500 metres or fraction, 10 cents. For every five minutes whilst waiting, 10 cents.

Trams cross the city in every direction. The fare is from 10 cents according to the distance.

Omnibus services cover a very wide radius. The fare is from 10 cents, according to distance. Micro-omnibus services : These small buses carry 15/20 passengers and are a rapid form of travel through the city. Their lines extend in all directions to suburban districts. Charge from 10 cents according to distance.

Trolley-Bus services are extending rapidly. Fare : from 20 cents according to distance.

Railways :—TERMINALS—

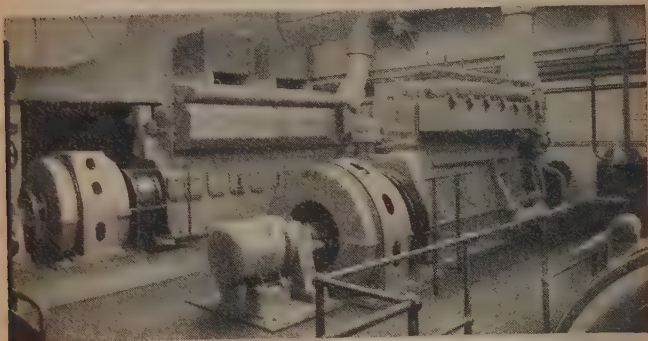
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Velez Sarsfield : Ferrocarril Nacional General Belgrano (ex Prov. Buenos Aires).

Underground Railways :—There are five of these, which link the western part of the City to the centre. The Anglo-Argentine runs under Rivadavia Street, from Plaza de Mayo up to Primera Junta. The Lacroze from Central Post Office, Avenue L. N. Alem, under Corrientes Street to the Chacarita Cemetery. The Chadofyl line links Plaza Constitucion, ex Southern Railway terminus, with Presidente Peron terminus of the ex Central Argentine, ex Pacific and State Railways. Another Chadofyl line runs from Plaza de Mayo, under North Diagonal, Cordoba and Santa Fe Streets to Palermo : a third Chadofyl line runs from P. Constitucion to Boedo under San Juan Street. The fare is 20 cents for any direct trip.

The underground Railway, as well as the street services, are now run by the Buenos Aires City Transport Corporation.

Travel into Neighbouring Countries.

Brazil :—The Aerolineas Argentinas, the Brazilian CRUZEIRO DO SUL, and several foreign air companies fly regularly between Buenos Aires and Rio de Janeiro.

Chile :—Trains leave Retiro Station (ex B.A.P. Railway) on Thursdays and Sundays at 10.20 o'clock, arriving at Mendoza the following morning at 5.55. In summer there is an additional train on Tuesdays, leaving at 7.30 a.m. The journey is continued by the Transandine Railway at 7.00 o'clock, arriving at Los Andes at 10.00 o'clock. Passengers transfer there to the Chilean State Railways and proceed to Santiago and Valparaiso, arriving at midnight. Fares to Santiago or Valparaiso are \$105.10 Argentine pesos First Class and \$250.90 Argentine pesos Second Class. Bed, first class, is \$50. Pullman seats from Mendoza to Los Andes, are \$110. Free baggage allowance is 30 kilos per passage, and excess is charged \$2.50 Argentine pesos for every 10 kilos or fraction.

There is also a train service to Antofagasta, *via* Bolivia. Train leaves Retiro, Belgrano Railway, on Tuesdays, Thursdays and Saturdays, at 5 p.m. Tickets only issued as far as Salta from Buenos Aires, and from Salta to point of destination. First Class : \$90 m/n to Salta ; second class, \$60.20 m/n.

There is a daily air service between Buenos Aires and Santiago de Chile served by various foreign and national lines, the flight taking from 3 to 4 hours. Fare \$60.00 m/n. Free baggage 30 kilos, excess at the rate of 1%, fare paid for every kilo.

Bolivia :—Trains leave Retiro Station, Belgrano Railway, on Tuesday and Thursday at 5 p.m., and Sunday at 8.51 a.m., *via* Tucuman, Jujuy and La Quiaca, for La Paz. Passengers change train at Tucuman. First Class fare \$450 m/n and Second Class fare \$216.70 m/n (Argentine pesos). Free baggage allowance 50 kilos. Excess charged at the rate of \$96.10 m/n for every 100 kilos.

There are also regular air services to La Paz *via* Panagra, leaving Buenos Aires on Fridays. Fare, \$2.105 Argentine pesos.

Paraguay :—A weekly train leaves E. Lacroze Station on Sundays at 1.30 p.m. travelling *via* Entre Rios, Corrientes and Misiones, arriving at Asuncion on Wednesdays at 9.10 p.m. First Class fare to Asuncion \$245.70 Argentine pesos ; Second Class \$110.70 Argentine pesos. Free baggage 30 kilos, excess charged at \$12.14 every 10 kilos.

There is an air service to Asuncion del Paraguay, leaving Mondays and Thursdays at 8.30 a.m., arriving Asuncion at 1.40. Return fare, \$1.138.

The regular steamship service to Asuncion leaves Darsena Sud on Tuesdays and Saturdays at 2 p.m. Boats sail up the Rio Paraná and Rio Paraguay. Among other river ports called at are Rosario, Paraná, Corrientes, and Formosa. The fares are \$482 and \$240 Argentine currency for First and Third Class.

Uruguay :—There is a daily river-boat service to Montevideo, leaving Darsena Sud, Buenos Aires, every night at 22 hours, arriving Montevideo following morning at 7. Single fare, \$105 m/n ; return, \$315 m/n.

Air service daily to Montevideo, mornings and afternoons. Fare, \$197 m/n single. Flight takes 1 hour.

There is a boat service to Colonia on Monday, Wednesday, Thursday and Saturday at 8 o'clock, with bus connection to Montevideo, arriving there in the afternoon. Fare to Colonia, \$50 m/n single, \$100 m/n return. Bus fare to Montevideo \$38 m/n additional each way.

Also aeroplane service daily to Colonia, leaving 9 o'clock. Fares, single \$45 return \$80.

NOTE :—All the above schedules and rates quoted are, of course, subject to alterations.

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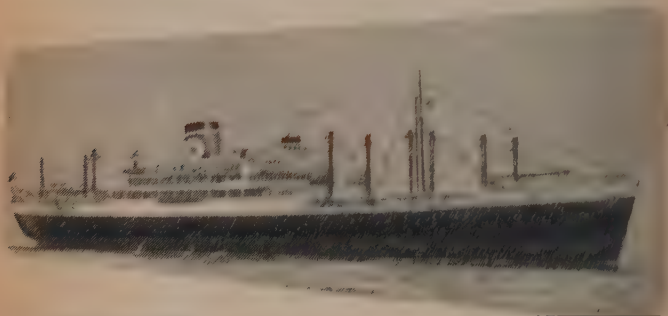
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The **CABILDO** on the west side of the same Plaza, formerly a seat of government used by the councillors of the Viceroy, was erected in 1711. Its original structure, fittings and furniture were replaced and in 1940 it was declared a national monument.

The **OLD CONGRESS HALL**, on the south of the Square, built 1863, is now a National Monument. It has been encircled and built over by a palatial official bank building.

The **CONGRESS HALL** (Palacio del Congreso) at the west end of Avenida de Mayo, of great size and in Greco-Roman architecture, is the seat of the legislature. It contains the Senate and the Chamber of Deputies. Limited accommodation for the public is available for the sittings of either. The normal Parliamentary session, May 1 to September 30, is often prolonged.

The main entrance to the **LAW COURTS** faces Calle Talcahuano 550. There are four large central buildings, some 130 ft. in height, built in Neo-Greek style.

The **MINT** (Casa de Moneda) in Avenida Wilson, New Port District, was opened in 1881 in Calle Defensa.

The **BANCO CENTRAL**, Calle Reconquista 258, is the seat of the gold reserve and of the Board which controls and issues the paper currency.

In the **Strangers' Hall** in the G.P.O. Building, Av. Alem and Sarmiento, foreign newspapers are displayed, together with information of interest to tourists. There are also facilities for letter writing.

The **BOLSA DE COMERCIO**, a handsome building in Calle 25 de Mayo, corner Sarmiento, is the meeting place of Buenos Aires brokers. It is at once a stock exchange, a grain market, a foreign exchange, and a general produce market. There are 5,000 members. A new Stock Exchange was opened in 1929.

BANCO DE LA NACION, the most important National banking institution, occupies a whole square. It is situated in front of Plaza de Mayo.

MINISTRY OF WAR, Azopardo 250.

MINISTRY OF THE INTERIOR, Government House.

MINISTRY OF JUSTICE, Av. R. S. Peña, 1211.

MINISTRY OF MARINE, F. Madero & Cangallo.

MINISTRY OF FINANCE, facing Government House, H. Yrigoyen, 250.

MINISTRY OF AGRICULTURE, Avda. Paseo Colon 974.

MINISTRY OF FOREIGN AFFAIRS, San Martín Palace, Arenales 761.

MINISTRY OF PUBLIC WORKS, Av. 9 de Julio 1925.

MINISTRY OF INDUSTRY AND COMMERCE, Suipacha 1034.

MINISTRY OF LABOUR AND SOCIAL WELFARE, Peru 160.

MINISTRY OF AERONAUTICS, Juncal 1116.

MINISTRY OF PUBLIC HEALTH, Paseo Colon 367.

MINISTRY OF EDUCATION, Paraguay 1661.

MINISTRY OF TRANSPORT, Maipu 1302.

MINISTRY OF NATIONAL DEFENSE, Azopardo 250.

MINISTRY OF ECONOMICS, Cangallo 524.

MINISTRY OF COMMUNICATIONS, Sarmiento corner Avda. L. N. Alem.

MINISTRY OF THE EXCHEQUER, Reconquista 266.

MINISTRY OF POLITICAL MATTERS, Balcarce 50.

MINISTRY OF TECHNICAL MATTERS, Balcarce 50.

MUNICIPAL COUNCIL BUILDING, Av. J. A. Roca Corner, Peru.

MUNICIPALITY OF THE CITY OF BUENOS AIRES, Avda. de Mayo 525, facing Plaza de Mayo. Is the seat of the Lord Mayor of the City.

CENTRAL POLICE STATION, Moreno 1550.

STATE RAILWAYS BUILDING, Avda. Maipu 4. (In the new Port District).

CENTRAL CUSTOM HOUSE, Azopardo 350.

OBRAS SANITARIAS DE LA NACION. Charcas 1840.

Restaurants and Tea Rooms :—Harrods (lunch and tea), Calle Florida 877; City Hotel, Bolívar 160 (grill room, comfortable tea and cocktail lounge); Plaza Hotel Grill; La Emiliana, Corrientes 1431; Embassy Night Club, Charcas 628; Ta-Ba-Ris (Night Club), Corrientes 829; Alvear Palace Hotel, Avenida Alvear 1891; Ideal, tea and cocktails, Suipacha 384; De l'Odeon, Esmeralda 335; London Grill, Reconquista 455; Omega Club (lunch and tea), Corrientes 222, 19th floor; Hotel Continental, Maipu corner Diagonal Norte; Pedemonte, Rivadavia 619; Lo Prete, Luis S. Peña, 749; Gath & Chaves (lunch and tea), Florida corner Cangallo; Typical Argentine Restaurants are La Cabaña, Entre Ríos 436; La Estancia, Entre Ríos 746.

Theatres :—The Colón, Plaza Lavalle, the principal theatre, holds 3,750, making it one of the largest in the world. There are some 25 other theatres in the city.

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Cinemas :—Gran Teatro Opera, Corrientes 860 ; Gran Rex, Corrientes 857 ; Ideal, Suipacha 370 ; Ambassador, Lavalle 777 ; Normandie, Lavalle 861, are amongst the most important and luxurious. There are more than 50 other cinemas in the centre of the City, and nearly 200 in the City itself. Films chiefly of United States and European origin are shown, although the National industry is very important and is producing good pictures.

The Markets :—The cattle auctions are among the sights of this City and may be seen at Messrs. Bullrich & Co., Avda. Libertador General San Martín ; Mercado General de Hacienda, in Avellaneda, for sheep and horses ; Mercado de Liniers, in Liniers, for cows and pigs ; Mercado Municipal at Mataderos, slaughtering and market place ; Mercado Central de Frutos, in Avellaneda, central market for wool and hides.

The wholesale fish market is the Algarrobo 1053 (Barracas).

The largest vegetable market is the Mercado de Abasto, Calle Corrientes 3247.

CHURCHES.

The CATHEDRAL on the north of the Plaza de Mayo is flanked by the residence of the Archbishop. On this site was built the first church in Buenos Aires, a building which was under repair in 1618. After reconstruction in 1677 the edifice collapsed in 1753 and the rebuilding was not completed until 1804. One of the two towers and domes was subsequently removed, so that the architectural proportions have suffered. A frieze upon the Greek façade represents Joseph and his brethren. The tomb of General San Martín is imposing. There are large and elegant marble carvings and in the central nave mural paintings of interest.

The Church of San Ignacio de Loyola, at Calles Alsina and Bolívar, founded earlier, has occupied its present site since 1722. It has two lofty towers. The San Francisco, Calles Alsina and Defensa, controlled by the Franciscan Order was begun in 1731. Two paintings in the sacristy are ascribed to Michelangelo. La Merced Calles Cangallo and Reconquista was founded 1604 and rebuilt 1732. The Santo Domingo, Calles Defensa and Belgrano, founded 1756, shows marks made by English bullets in 1806. Four flags taken from Whitelock's forces in 1806 are preserved. The Holy Cross, Calle Estados Unidos, established by the Passionists, a modern Gothic building in granite, is a monument to Irish piety.

St. John's Pro-Cathedral, 25 de Mayo 282, is Anglican, built one-half at the expense of the British Government and dedicated in 1831. St. Paul's, St. Peter's and St. Saviour's are Anglican places of worship in the suburbs.

St. Andrew's, Calle Belgrano 579, is one of the 8 Scottish Presbyterian churches.

The American Church, Calle Corrientes 718, is Methodist Episcopal, and the first of its kind to be established in South America. The present edifice was built 1863.

Christian Science : First Church of Christ, Scientist, Ayacucho 349 ; Second Church of Christ, Scientist, Sargento Cabral 841-7 ; Christian Science Society, Chacabuco, 863.

Hotels.

NAME OF HOTEL.	CABLES.	BEDS.	TARIFF PER PERSON		REMARKS.
			PER DAY PENSION.		
PLAZA, Florida and Charcas.	"Plazaotel"	400	<i>Without.</i> \$140-170 single \$180-220 double	<i>With.</i> —	De Luxe.
ALVEAR PALACE Avenida Alvear 1891.	"Alvearotel"	500 rooms	\$100-150 single \$150-220 double	—	De Luxe.
CITY HOTEL, Bolívar 160.	"Cityhotel"	700	\$120 single \$150 double	—	High Class.
CONTINENTAL AV. R. S. Pena 725.	"Continotel"	230	\$100 single \$130 double	—	High Class.
LANCASTER Cordoba 405.	"Lancasterotel"	180	\$80 single \$120 double	—	High Class.
NOGARO, Av. Julio R. Roca 556.	"Nogarotel"	200	\$100 single \$130 double	—	High Class.
GRILLON Santa Fé 796.	"Grillhot"	110	\$80 single \$120 double	\$130 single \$200 double	High Class.

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CLARIDGE	—	180	\$100 single	—	Good.
Tucuman, 539			rooms \$120 double		
GRAN HOTEL ROYAL	—	120	—	\$100-120	Good.
Lavalle 570.					
ARGENTINO	—	170	\$28	\$42	Good.
C. Pellegrini 37.					
RICHMOND,	—	100	\$57 single	—	Good.
Florida 470.			rooms \$54 double		
CASTELAR HOTEL, "Castelarotel"	350	\$45-75	—		
Avda. de Mayo, 1148-52.					
PHOENIX, San "Oyloyd"	200	—	\$30-40	Good English	
Martin 780.				family hotel.	
GRAN HOTEL ESPANA,	—	360	\$54-75	—	Spanish.
Avda. de Mayo 938.					
SPLENDID BOUCHARD	—	—	\$25	\$30 up	
HOUSE, Bouchard 48.					

(Prices in Argentine currency, i.e. moneda nacional). There is an 18% service charge on rooms; and 22% on meals and drinks. All the rates quoted are subject to alterations.

(For a variety of announcements concerning Buenos Aires and Argentina, see the later section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS.")

MUSEUMS, LIBRARIES, ARTS, EXHIBITIONS, ETC.

MUSEO DE BELLAS ARTES (NATIONAL GALLERY), Avenida Alvear 2273, in addition to modern European works, there are paintings attributed rightly or wrongly to old masters; paintings representing the conquest of Mexico, executed three or four hundred years ago, and wooden carvings from the Argentine inland territory. Can be visited, daily except Mondays.

THE NATIONAL LIBRARY, Calle Mexico 566, founded in 1810, has occupied its present site since 1902. About 200,000 volumes and 10,000 manuscripts are catalogued.

THE NATIONAL HISTORICAL MUSEUM, Defensa 1600, is open daily, except Mondays. It has 6 salons and a gallery. Trophies and mementoes of historical events are displayed in large numbers.

THE MITRE MUSEUM AND LIBRARY, San Martin 336 preserves intact the household of General Bartolomé Mitre. The manuscripts, documents and printed works are of great value and constitute a unique record of Argentine political development. The Museum and the Library is open daily, except Mondays.

THE NATURAL SCIENCE MUSEUM at Angel Gallardo 450, is open Thursdays and Sundays. It houses palaeontological, zoological, mineralogical, botanical, archaeological and marine sections.

THE MUNICIPAL MUSEUM, Quinta Saavedra, Av. Gral. Paz & Republiquetas open Thursdays and Sundays, Saturdays and Feast-days, contains coins, utensils hammered from precious metals, old watches, fans, hair-combs, furniture, and pictures.

THE NAVAL MUSEUM, Florida corner, Córdoba, is open on Thursdays and Sundays. It contains models old and new, portraits and paintings of historical interest.

THE COLONIAL AND HISTORICAL MUSEUM, at LUJAN, on the Western Railway, is housed in the old Cabildo building, and contains a complete historical and political development of the country. One of the most interesting museums. Can be visited daily, except Mondays.

THE POSTAL, TELEGRAPHIC AND PHILATELIC MUSEUM, General Post Office building, is open Mondays, Wednesdays, Fridays, Sundays and Feastdays.

CABILDO AND MAY 1810 REVOLUTION MUSEUM, Bolivar 65, is open Thursdays, Saturdays, Sundays and Feastdays. Housed in the old Cabildo building which was converted into a museum in 1940, it contains paintings, documents, furniture, etc., recording the epic of May 1810 revolution.

NATURAL HISTORY MUSEUM OF LA PLATA UNIVERSITY, La Plata City, is open daily. World famous museum for its important collections of historical value.



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PERMANENT EXHIBITION OF THE ARGENTINE INDUSTRY, Thursday, Saturday, Sunday, and Feastdays, Av. de Mayo 1147, can be visited.

MUNICIPAL MUSEUM OF COLONIAL ART, Suipacha 1422, is open Thursday, Saturday, Sunday and Feastdays. Contains a most interesting and valuable collection of arts pertaining to the Colonial epoch.

Clubs and Social Centres :—Jockey, Florida 577 ; Del Progreso, Sarmiento 1334 ; Circulo Militar, Florida 770 ; Centro Naval, Florida and Córdoba ; Circulo de la Prensa, Rodriguez Peña 80 ; English, 25 de Mayo 586 ; Strangers, "Club de Residentes Extranjeros" (founded in 1841, and so the oldest in South America), Bartolomé Mitre 430 ; American, B. Mitre 530 ; Empire and Services Club, 25 de Mayo 577 ; French, R. Peña 1832 ; Spanish, B. de Irigoyen 172 ; Uruguayan, Tucuman 844 ; Automovil Club, Av. Libertador General San Martín 2750 ; Gimnasia and Esgrima, Bme. Mitre 1154 ; Rotary Club, Bme. Mitre 559.

Games Club :—Tennis, football, rugby, hockey, and basketball clubs are numerous, for these games are played by all nationalities. Cricket is played by the British community and baseball by the American. Hurling is also played by the Irish-Argentines. Polo is also practised and a very high standard of the game is played. The Tigre Boat Club, founded in 1888, is the only British Rowing club in the country. It is open to U.S.A. citizens and the personnel of British ships in port.

The leading GOLF CLUBS are the Hurlingham, Ranelagh, Ituzaingo, Lomas, San Andrés, San Isidro, Saenz Peña, Swifts, Olivos, Jockey, and Hindu Country Club.

The HURLINGHAM CLUB is the most up-to-date and it compares favourably with any athletic club in the world. Provision is made for almost every kind of sport in its grounds. Polo is played there from May to September inclusive.

Freemasonry :—Information about the Masonic lodges in Argentina and neighbouring countries is obtainable from the District Grand Secretary of the Southern Division of South America, Moreno 452. There are 26 lodges in this District, of which "Excelsior" No. 617, founded in 1854, is the oldest.

Useful Addresses—

BRITISH EMBASSY, Reconquista 314.

U.S. EMBASSY, Av. Libertador General San Martín 3502, (Residence). Embassy offices at Av. Roque Saenz Peña 567.

CANADIAN LEGATION, Bartolomé Mitre 478.

BRITISH CONSULATE GENERAL (Passports, etc.), Sarmiento 443.

U.S. CONSULATE GENERAL, Roque Saenz Peña 567.

UNION OF SOUTH AFRICA CONSULATE GENERAL, Bme. Libertad 1336.

ENGLISH CLUB, 25 de Mayo 586.

EMPIRE & SERVICES CLUB, 25 de Mayo 577.

Y.M.C.A. (Central), Reconquista 439.

THE OVERSEAS LEAGUE, Chacabucó 723.

ROYAL SOCIETY OF ST. GEORGE, 333 San Martín.

ARGENTINE ASSOCIATION OF ENGLISH CULTURE, Charcas 556.

THE BRITISH CHAMBER OF COMMERCE, Calle Bartolomé Mitre 441 (6 Piso).

THE U.S.A. CHAMBER OF COMMERCE, Roque Saenz Peña 567.

CANADIAN TRADE COMMISSIONER, B. Mitre 478.

Y.W.C.A., Tucumán 844.

ROYAL MAIL LINES, Edificio Británico, Reconquista Corner Sarmiento.

BRITISH HOSPITAL, Perdriel 74.

ST. ANDREW'S SOCIETY, Peru 352.

SALVATION ARMY, Rivadavia 3255.

BRITISH LEGATION, Florida 365.

BRITISH COMMUNITY COUNCIL, Florida 365.

CENTRE OF BRITISH ENGINEERING & TRANSPORT INSTITUTE, Sarmiento 1236.

AMERICAN SOCIETY OF THE RIVER PLATE, Av. R. Saenz Peña 567.

AMERICAN LEGION SPENCER ELY POST, Av. R. Saenz Peña 567.

BRITISH COUNCIL, Lavalle 190.

The British Society has its headquarters at Chacabucó 723, Buenos Aires and branches at Rosario and Mendoza. It has a membership of over 2,000 persons of British nationality or descent, and is the chief institution of its kind. A lounge, writing-room and library are open to members. The subscription is only \$20 ; m/n per annum. Legal advice and assistance with passports and official registration fall within the routine of a body which undertakes the general supervision of the interests of the British community. The education of the children of British parents is one of the matters of importance in which the Society is especially interested.

Cables :—The Western Telegraph Company, Ltd. (British), Electra House, Calle San Martín, 335.

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Telegrams: “BRAZILINE”

Av. de Mayo, 1370, Hotel Plaza, Calle Peru 606.

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Royal Bank of Canada, Corner San Martin and Bartolome Mitre ; Branch : Calle Callao 291.

Banco Holandes Unido, 25 de Mayo 81.

Parks and Squares :—

The PARQUE LEZAMA, Calles Defensa and Brasil, one of the most beautiful in the city, has old trees, shady paths, rose gardens, terraces, and a bandstand.

The MUNICIPAL BOTANICAL GARDENS, Sta. Fe 3951, give upon the Plaza Italia and contain characteristic specimens of the vegetation of the world. The trees proper to the several provinces of Argentina are brought together in one section.

The PALERMO PARKS with their magnificent avenues form the principal promenade. The Zoological Gardens facing one portion rank in beauty with the finest in the world and contain a large collection of animals and birds.

There are many other important and large Parks, such as 3 de Febrero, Centenario, Saavedra, Avellaneda, Retiro, Chacabuco, etc., which are beautifully laid out.

The OPEN-AIR BATHS (Bañario Municipal) on the river front from Calles Belgrano-Brasil have, in addition to other appointments, an open-air theatre, gardens and public music. The drive along the Bañario river front runs the whole length of the dock.

The SHOW GROUNDS of the Argentine Rural Society, adjoining Palermo Park, are the scene of the great May and September exhibitions of livestock, agricultural produce and implements. The show ground is regarded as the finest in the world.

The Annual Livestock Exhibition, held in August in Palermo Park, is the principal agricultural show of the year, an occasion upon which the finest Argentine specimens of pedigree cattle, horses, sheep, and pigs can be seen.

The RACECOURSE or Hipódromo Argentino, in Palermo Park, seats 30,000 persons. There is an equally large and modern racecourse with grass track at San Isidro, 25 minutes by train or motor-car. The meetings alternate with those at Palermo. There are Sunday races throughout the year, and upon all holidays other than May 25 and July 9. Betting is by totalisator only. A percentage of all winnings is taken by the Jockey Club and the Government and the municipality take equal shares of the surplus beyond expenses.

The racecourse at La Plata is run on similar lines, with Saturday afternoon and holiday meetings. Special trains run from Plaza Constitucion Station.

The PLAZAS of principal interest include the Plaza de Mayo, containing so many public buildings ; the Plaza San Martin, with a monument to its titular hero in the centre ; the Plaza Britanica, with the clock tower presented by British and Anglo-Argentine residents ; the Plaza Lavalle ; the Plaza del Congreso, the largest in the city ; the Plaza Rodriguez Peña, with its statue to the Chilean General O'Higgins ; the Plaza Italia, with its Garibaldi statue ; the Plaza Once, outside the Western Railway terminus ; the Plaza Constitucion, with the Southern Railway terminus Station. There are also the Plazas Independencia, Libertad, Francia, Moreno, Las Heras Alvear, Colon, and the new Plaza de la Republica, with 220 ft. Obelisk at the junction between the Northern Diagonal and the widened Avenida Corrientes.

SUBURBS OF BUENOS AIRES.

Avellaneda (formerly Barracas al Sud) a separate municipality of about 279,592 inhabitants. It is a very important industrial centre, if not the most important of the whole country, for every line of manufacture is established in the zone. Distant three miles from P. Constitucion station and is also served by trams and buses, which cross the Riachuelo river.

Belgrano, about 10 minutes by train and 25 by tram, is a suburb of modern houses and a favourite resort of British residents. There are cricket and tennis clubs, a golf course, an English high school, and church. The Calle Cabildo is famous.

Flores, about 10 minutes by train from Plaza Once, the terminus of the Sarmiento Railway, and 25 from Plaza Victoria by bus or tram.

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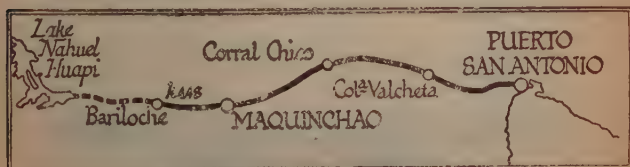
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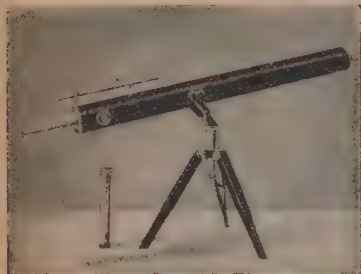


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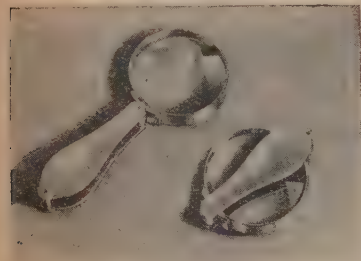
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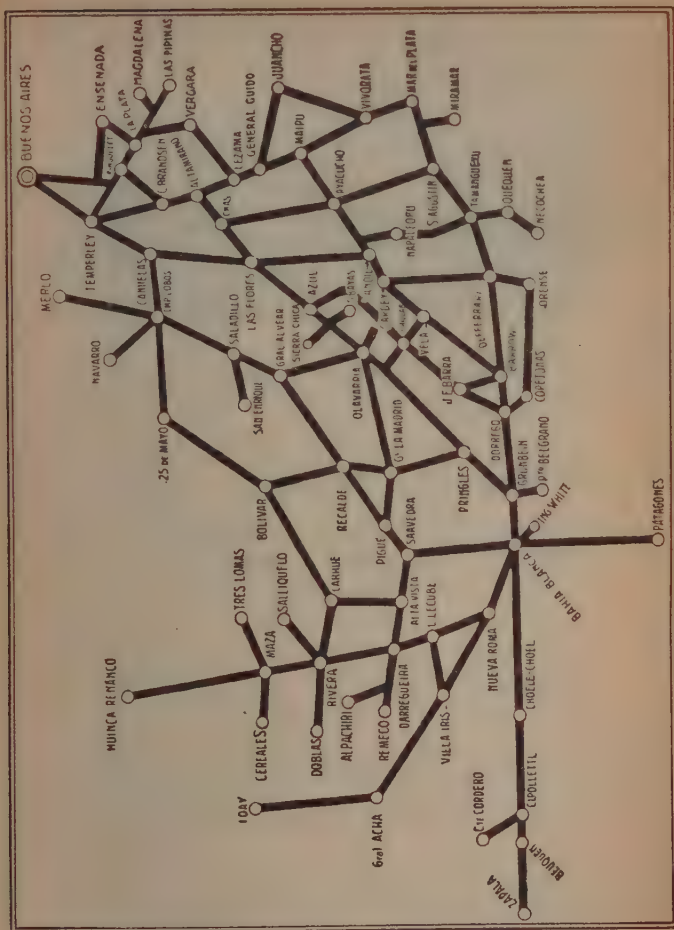
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Hurlingham, on the San Martin railway, about 45 minutes' journey (17 miles), has a fine club. The principal sports are polo, cricket, golf, and tennis. Many of the residents are British, and there is an English school for girls.

Lomas, distant 9 miles upon the General Roca Railway, is accessible also by the Temperley tram and adjoins Banfield. Athletic Club, English school for boys and girls, and church. The population is about 130,000, and there is a large British community.

Olivos, fifteen minutes' ride on the Bartolome Mitre Railway, on the River Plate coast, is a favourite residential district offering bathing, fishing, yachting, golf, and athletic sports. It has quays for small trading vessels. Population, 24,675.

Quilmes, an important industrial centre, particularly for beer, textiles, rayon, and glass. It has one of the largest Breweries in the world. The population is 105,000. It has many British residents, and an English college, a High School for Girls, and church. It has an excellent bathing station, and is a most pleasant summer resort. The Ranelagh golf course is near at hand. It is served by the Roca Railway, trams, and buses.

San Isidro, on the Bartolome Mitre Railway and the south side of Rio de la Plata, is a resort for golf, yachting, swimming, and athletics, and one of the most picturesque places on the coast. There is a magnificent turf race course, a branch of the Palermo course at Buenos Aires. Population, 25,070.

Temperley, a junction on the General Roca Railway, about 11 miles from Plaza Constitución, is also served by trams and buses. It adjoins Lomas, has fine country houses, and many British residents. Population, 24,932.

Tigre, on the Bartolome Mitre Railway, stands upon an island, about 18 miles (35 minutes) from Buenos Aires. A beauty spot and the site of yachting, rowing, and other clubs, it is one of the most delightful and accessible of resorts. Regattas are held in November and March upon the River Lujan.

Numerous "Recreos" and Restaurants on river front, but sleeping accommodation very poor.

CAPITALS OF PROVINCES AND TERRITORIES.

Catamarca, capital of the small Andine province bordering upon Chile, is 38 hours' train journey from Buenos Aires (760 miles), on the Belgrano Railway, and about 80 miles south from Tucumán. This old colonial city of about 30,000 inhabitants is set among the hills at 1,600 ft. above sea-level. It is a centre of fruit, grape, and cotton culture and of mining and cattle farming. It is also famous for the hand weaving of "Ponchos." Pilgrimages are made to its church, the Virgin of the Valley, by the devout, and its thermal springs are curative.

Hotels :—San Martin, Aguila, Plaza.

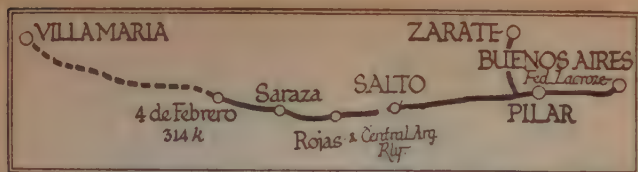
Córdoba, a provincial capital of 351,544 inhabitants, stands at an altitude of 1,440 feet, 432 miles from Buenos Aires. The district is renowned for its beauty and the city for its buildings, for in point of age Córdoba comes next to Lima. The university, founded in 1613, was the first in the country, and there are many residences of the colonial period. The National Observatory is here and makes Córdoba the Argentine Greenwich. There is no more interesting

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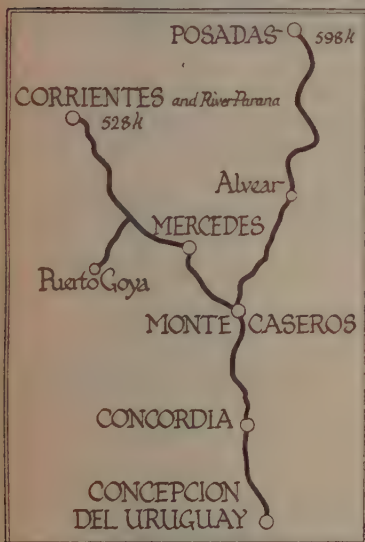
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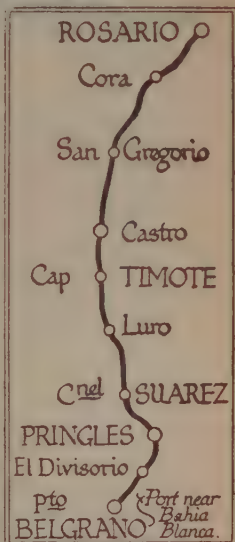
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centre for the tourist and holiday maker. Picturesque in itself, the town is near to sierras, lakes and waterfalls of exceptional beauty, and is easily reached. A line between Córdoba and Santiago del Estero via Flores Road, is open to Rosario (383 kms.), and to Buenos Aires. For a list of resorts in the Sierras of Córdoba see also p. 159.

Hotels 1—Bristol, San Martín, Ritz.

Bank of London and South America.

Cables 1—Western Telegraph Co., Ltd. Agent: Pastor J. Vega, 9 de Julio, 347.

Excursions 1—To Alta Córdoba by electric car and then to Chalet Crisol and Parque Sarmiento, a park on the outskirts of the city with a Zoological Garden. Rail or motor car to the following places in the Sierras de Córdoba, famous as health and pleasure resorts, within a few hours' journey of the city: To Alta Gracia (one hour). To La Bahía Eden Hotel; via Unquillo and Rio Ceballos. To La Cumbre, regular omnibus service. Hotel Palace. To Capilla del Monte (Hotel Saboya). To Asociación, in the heart of the sierras, for shooting, fishing, etc., with good hotel accommodation. Particulars of Córdoba hill resorts can be obtained from the Publicity Department of the Bartolomé Mitre Railway, Bme. Mitre 299, Buenos Aires.

Corrientes is the capital of the province of Corrientes, in the north-east of the Republic, 1½ days' train journey (660 miles) from Buenos Aires. It stands 25 miles below the confluence of the Paraguay and Paraná Rivers and is the old San Juan de Vera of the Conquistadores. The city seems destined, by virtue of its communications, to a large growth in importance. In touch with the river traffic carried on by the Dodero Line with Buenos Aires and Montevideo, it is well served also by the Gen. Urquiza Railway. The town has 56,000 inhabitants. The public buildings include the Government House, Cathedral and Museum. The city has an Academy of Arts, a racecourse, and several athletic grounds. There is an air service between Corrientes and Buenos Aires.

Hotels 1—Tourismó, Buenos Aires, Bristol, Colón.

Shipping 1—Dodero Line steamers up the Rio Paraguay to Asunción and Corumbá; down the Paraná to Buenos Aires; up the Alto Paraná to Posadas.

Formosa on the Rio Paraguay, capital of Formosa Territory, adjoins the Paraguayan frontier. It is in a region where half the population are Indians and has itself a population of 18,500. The vegetation and climate are tropical. The surroundings are flat and swampy. Tobacco and sugar cane are grown and many cattle are kept in the vicinity. It is reached from Buenos Aires (1,380 miles) by Dodero steamer; from Salta or Embarcacion by rail.

Hotels 1—Ideal, Palace, España.

Shipping 1—Dodero steamers up the river to Asunción and down river to Buenos Aires.

Gallegos (known also as Rio and Puerto Gallegos), capital of the Territory of Santa Cruz (Patagonia), stands at the mouth of the river Gallegos, 1,600 miles from Buenos Aires. There is weekly communication by steamer with Punta Arenas and there are occasional steamers to Buenos Aires. The spring tides reach the extraordinary height of 52 ft. above the ebb. Tallow manufacturing is the chief of the local industries and a large trade is done in wool and sheepskins. A frigorífico is operated by Swifts. The population is 7,003.

Railway 1—To the Rio Turbio coal mines (200 kiloms.).

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Cables 1—Western Telegraph Co., Ltd. Agent: A. M. Gullie, Casilla 65.

Jujuy, capital of its province, stands in the mountains towards the Bolivian frontier at an altitude of 4,000 feet. It is a picturesque Colonial city of about 20,000 inhabitants with a warm but healthy

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climate, set amongst fascinating scenery ranging from snow-capped mountains to tropical valleys and the cacti plants of the Humahuace desert. Quaint, red-roofed houses, colourful Indians and their llamas. Minerals and timber are worked in the vicinity. The distance from Buenos Aires (1,000 miles) is covered in 36½ hours *via* Tucumán, over the Mitre and Belgrano Railways upon the direct line *via* La Quiaca into Bolivia.

The curative hot springs at Reyes are 5 miles away.

Hotels :—Paris, España, Victoria.

La Plata, Capital of the Province of Buenos Aires, was founded in 1882. It is 35 miles from Buenos Aires, and can be reached by rail (General Roca), road, or by river. It is the seat of the Archbishopric, and is the educational as well as the political capital of the Province. Its Universities, secondary schools and colleges, technical schools for women, etc., are famed throughout the Republic and hold a high place in South American education. Its Museum of Natural History is one of the best in the world and has several unique specimens. In industry the major interest is chilled meat, for its port, one of the best in the Republic, is accessible to ships of the largest tonnage and makes it a main outlet for the produce of the pampas. The next important industry is the Y.P.F. (Government owned) Petroleum Distillery. La Plata is Argentina's "Model City," for it contains wide streets and diagonals and imposing modern public buildings. Population of the City, 217,738.

Points of Interest :—The La Plata Museum, famous for its collection of extinct animals is open daily, except on public holidays. Its treasures are largely ethnological and include human skulls, mummies, and prehistoric implements used by man. There are zoological, botanical, geological, mineralogical, palæontological and archaeological sections with cases interesting both to the curious and the scientific. Well laid-out Zoological Gardens; fine racecourse (under B.A. Jockey Club rules) and Observatory. The Museum, Zoological Gardens, and Observatory are all in the public park. The Town Hall and Cathedral are in the Plaza Moreno. Ten minutes in the train takes one to the picturesque Islas de Rio Santiago and to the Yacht Club, Arsenal, and Naval Academy.

Hotels :—Argentino, Sportsman, Savoy, Los Baskos.

Cables :—Western Telegraph Co., Ltd. Agent : Puleston & Co., Calle 49, No. 732.

La Rioja, capital of the province of La Rioja, is in the Andine region, a rich agricultural and fruit growing district. The city stands at an elevation of 1,650 feet and is 39 hours by train from Buenos Aires (130 miles) over the Mitre Railway, and Santa Fé-Catamarca lines. It is 208 miles from Tucumán. It has antiquity and combines modern public facilities with quaint costume and colonial buildings. The population is 15,000.

Hotels :—Aguila, Savoy.

Mendoza, capital of the province, is 650 miles from Buenos Aires on the Transcontinental Railway to Valparaiso, or about 15 hours by train, 16 by road, or 4 by aeroplane. The city has admirable plazas and promenades. Itself some 2,460 feet above sea-level, it is situated in the foothills of the great Cordillera of the Andes, within sight of the snow-covered peaks. The "Garden of the Andes" is the name that the residents give to their town. The products of the garden—wine, grapes, and fruit—have an increasing commercial importance. A grape packing and cold storage plant has been opened. Petroleum production is growing rapidly, and the area is

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now the second largest producing centre in the Republic. The population is 105,328. The rainfall is slight, and temperature equable.

Points of Interest :—The Park with its watercourses, lake, and Zoological Gardens; Plaza Independencia and San Martín; the Municipal Theatre; the Jockey Club. A visit should be paid to the Cerro de la Gloria overlooking the city, to see the view from the monument. The annual Grape Harvest Festival is in March. The thermal springs of Villavieja and Cachaeta are within 30 miles. The charming mountain resort of Potrerillos (*Grañ Hotel de Turismo*) is 56 kilom. away. It is reached by car in an hour. There are ski grounds nearby. A road, along the foothills of the Andes, is being built to San Carlos de Bariloche (1,342 kilom.).

Hotels : San Martín, Cervantes, Plaza, Imperial, Savoia; Roma City; El Progreso Restaurant.

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Neuquén, capital of the territory of Neuquén, is in the north-western corner of Patagonia and is served by the Roca Railway. It is 700 miles from Buenos Aires and has a population of 10,000. Lake Nahuel Huapi can be visited by motor-car or by launch down the Rio Limay. The great Rio Negro barrage, near at hand, has opened up the surrounding area to colonization. There is now a regular steamer service on the Rio Negro between Neuquén and Carmen de Patagones.

Hotels :—Limay, Confluencia, Italia.

Paraná, a port on the right bank of the Paraná and the capital of Entre Rios province, is 364 miles from Buenos Aires upon the Mitre and the Urquiza Railways. An important cereal centre, it is served by river steamers of the Dodero Line. The urban population is 76,000. In the period 1853-1862 the city was the capital of the Republic. The Urquiza Park, the Governor's Palace and the Cathedral are the chief objects of interest to tourists. Roads have been built to Villaguay and Concordia.

Hotels :—Plaza, Espana, Central.

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Posadas, capital of the Misiones District, stands on the bank of the Alto Paraná and is connected by ferry with the Paraguayan town of Villa Encarnación. It is 34 hours from Buenos Aires (705 miles), over the General Urquiza and the General Mitre systems; and 14 hours' train journey from Asunción. Posadas is in touch with Corrientes (36 hours) by Dodero river steamer. Boats from Buenos Aires leave Posadas for Puerto Eva Perón (there is a good road), whence the Iguazu Falls are visited. The town is also a point of departure for visits to the San Ignacio and other ruins. Yerba maté and tobacco are grown in the area. The river distance from the capital is 855 miles. Population, 38,000.

Hotels :—Savoy, Plaza, España.

Rawson (population 2,500), capital of the Chubut Territory, stands on the bank of the Chubut River and about 7 miles from the coast. The name of the settlement is that of its founder, who established a Welsh Colony near this point. Connection with Buenos Aires is by steamer to Port Madryn and by Patagónico Railway *via* Trelew (10 miles).

Hotel :—Parla.

Resistencia, capital of the Chaco Territory, on the bank of the Paraná, faces the city of Corrientes. Its port, Barranqueras, is 4 miles away and the railway ride from Santa Fé is 17 hours. The

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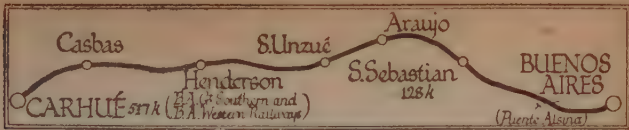
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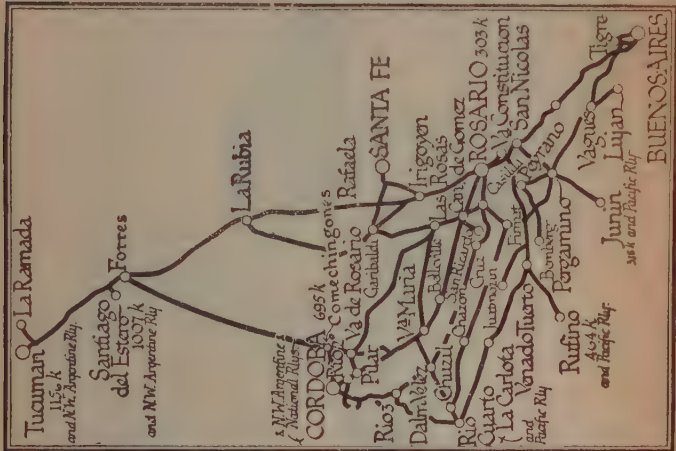
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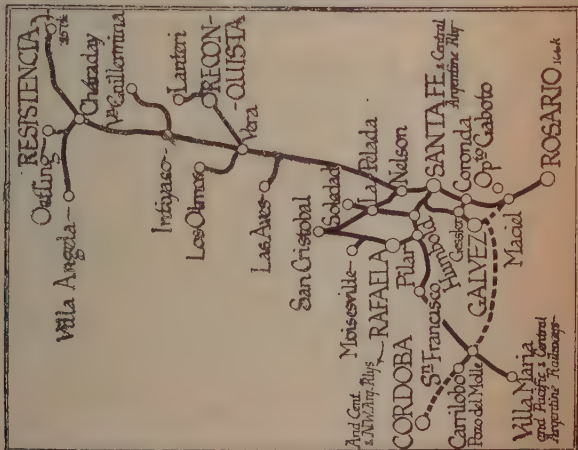
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population is about 50,000. River steamer services are maintained upon the Paraná. This district is one of the most progressive in the northern part of the country. A few years ago it was mainly populated by Indians, but nowadays the large European settlements of colonists have made it a rich industrial centre, connected with extensive cotton plantations, quebracho and other forestal products, cattle trades, etc. There is an air service to and from Buenos Aires.

Hotels :—Colón, Comercio, Covadonga, España.

Salta, capital of its province in the far north of Argentina, is roughly 36 hours by train from Buenos Aires, on the Belgrano Railway; distance, 1,000 miles. The environs are hilly and strikingly beautiful. The City itself, which is 1,200 metres above sea level, is on the River Arias, in the Lerma Valley. Enough of the Colonial character remains to add to the charm of its buildings. Salta is one of the richest provinces in minerals. Petroleum is the most important product. Other minerals such as silver, lead, copper, gold, marble, lime, etc., exist and offer very good prospects for the future. Cattle are fattened in the vicinity for supply to Chile and Bolivia; tobacco is grown and the City ranks as an important local market. Sugar and grapes for wine are also an important factor of industry. The population is about 43,000.

A railway, 559 miles long, is open to Antofagasta (Chile).

Hotels :—Colón, Plaza, Bristol.

San Juan, capital of the province of San Juan, to the north of Mendoza, stands in the Tulum Valley. The city is 30 hours (750 miles) from Buenos Aires and under 4 hours (97 miles) from Mendoza upon the San Martín Railway. The urban population is 36,000. The surroundings are picturesque; wine-growing and cattle raising are the principal industries and there are minerals in the locality. Much of the local trade is with Chile. It was badly damaged by an earthquake early in 1944.

Hotels :—Castellana, City, Moderno.

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San Luis, capital of the province of San Luis, has a population of 39,453. It stands at the foot of the Cordillera and at an altitude of 2,513 feet, some 490 miles from Buenos Aires on the San Martín Railway, and 160 miles from Mendoza. The city is surrounded by Sierras, and its architectural character is colonial. It was founded in 1597 by Martín de Loyola. Cattle rearing, grain growing, and viticulture are the industries of the region. The area is rich in minerals, and an onyx quarry is being worked.

Hotels :—España, Roca, Royal.

Santa Fé, capital of the province, is 378 nautical miles from Buenos Aires by River Paraná. Boats leave Buenos Aires twice weekly, arriving next day. There are also daily trains by the Mitre Railway and Belgrano Railways, the distance by this route being about 300 miles. Population, 168,011. It is the centre of an exceptionally fertile region, and has two large docks for ocean-going steamers. The principal industries are flour milling, cereals, dairy, and quebracho extract. The Santa Fé Railway has its headquarters here. It is a university city, with theatres, a racecourse, rowing club, and facilities for tennis and other games. A road is open to San Francisco (province of Córdoba).

Hotels :—España, Plaza, Royal, San Martín.

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Santa Rosa, capital of La Pampa Territory, is 375 miles from Buenos Aires on the Sarmiento Railway. The population is 14,000. It is the centre of a cattle growing and agricultural area.

Hotels :—Apollo, Comercio.

Santiago del Estero, capital of its province, and 630 miles from Buenos Aires, was founded in 1553. The church and convent of Santo Domingo date from 1590. It is served by the Bartolomé Mitre and Belgrano railways. The city is near the banks of the Rio Dulce, spanned by a mile-long steel bridge carrying the railway. Nearby are the famous Rio Hondo springs, which are frequented by large numbers of tourists from July to September. A branch railway line *via* Forres is open to Cordoba. Population, 70,000.

Hotels :—Sportsman, Celta and Plaza.

Tucumán, capital of the province, is the busiest and most populous city in the north of Argentina, with a population of about 152,508. Its natural beauties are great and the social life most agreeable. Tucumán has been called "The Garden of the Republic." It is the chief centre of the sugar industry, with 30 refineries in the Province. It has a cathedral and Jesuit College, and here the first Congress of the Republic was held in 1816, when Argentine Independence was declared. It is easily reached by four systems of the Belgrano and Mitre Railways. It is 23 hours (714 miles) from Buenos Aires by the Mitre Railway.

Hotels :—Savoy; Plaza; Internacional; España; Americana.

Sight Seeing :—Two parks, 9 de Julio and Avellaneda; Aconquija Park; Villa Nougés, a fine group of buildings outside the city; the view from the "Vivero" of the University; the Quebrada de Lules; Bishop Colombes' house; the house in which the Declaration of Independence was signed.

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Cables :—Western Telegraph Co., Ltd. Agent: Jose Manuel Cortes, Crisostomo Alvarez 75.

Ushuaia, capital of the Territory of Tierra del Fuego, discovered by Magallanes in 1520, is the most southerly town in the world. It stands upon the Beagle Channel; there are impressive views of snow-clad peaks, rivers, waterfalls, dense woods and rich valleys. Most of its trade is with Magallanes, Chile. Local industries are extensive sheep farming, furs and timber. The freezing plant at Rio Grande kills more than 250,000 sheep annually for exportation. The important National Penal Settlement here has now been done away with, and arrangements are being made to settle European

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immigrants. The population is about 1,200. There are steamer connections between Buenos Aires, Gallegos and Chilean ports.

Viedma, capital of Rio Negro, stands upon the river Viedma about 19 miles from its mouth, opposite Carmen de Patagones. The town has 9,000 population, and is reached from Buenos Aires (577 miles) and Bahia Blanca by the Roca Railway. A railway and road bridge spans the river between Viedma and Patagones. This is the only direct rail connection between the northern and southern portions of the Republic. Launch or motor can be taken for San Antonio Oeste, the terminus of the State Railway leading to Bariloche.

Hotels :—España, Italia.

OTHER IMPORTANT CITIES AND TOWNS.

Azul, a modern town of 30,000 inhabitants upon the Roca Railway, 178 miles from the capital, is an important cattle centre. The neighbouring sierras are picturesque, and the valley of the Azul River gives good shooting. The lines to Coronel Dorrego and Tandil are open.

Hotels :—Argentino, Colón, Comercio.

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Bahia Blanca, 397 miles south of Buenos Aires, comprises the City itself, built back from the river front, and five adjacent ports. The urban population is 93,000. It is the commercial centre and port for a wide agricultural region stretching west to Chile and containing about a million people. A railway runs west to the Chilean frontier, where it will connect with a branch of the north-south Chilean railway system.

The export is mostly grain. Petroleum products, agricultural machinery and lumber are the main imports. There is a paved road to Buenos Aires.

The ports are at various distances from the city on the north bank of the Naposta. Arroyo Pareja and the naval base of Puerto Belgrano are at the mouth of the estuary; Puerto Ingeniero White is 14 miles inland, Puerto Galvan 2 miles beyond, and Cuatreros is another 5 miles upstream.

Hotels :—Atlantico, Italia, España.

Railways :—Roca Railway and Rosario-Puerto Belgrano Railway.

Excursions :—To Sierra de la Ventana, 2½ hours' rail.

Bank of London and South America.

Cables :—Western Telegraph Co., Ltd. Agent: R. C. Hill, O'Higgins 32. All America Cables & Radio. Agent: E. Burton, Calle Brown 43.

Barranqueras, a river port upon the Paraná, 1,200 kilometres from Buenos Aires, and close to Resistencia and Corrientes, is used for the shipment of hardwoods and cotton from the Grand Chaco Territory. It is served by the Santa Fé Railway.

Hotel :—Bs. Aires.

Campana, on the left bank of the Paraná, 50 miles from Buenos Aires, served by the Bartolomé Mitre Railway and by steamers, is of industrial importance. Meat-freezing, oil-refining, and grain storage are the leading industries. Population of the town, 14,000.

Hotels :—Campana, Verdier.

Carmen de Patagones, opposite Viedma, upon the Rio Negro and connected by rail with Bahia Blanca (170 miles), is the point of departure for State-owned services of river steamers plying to Choele-Choele and Neuquén. There are important stock-raising

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establishments in the district.

Hotels :—Argentino, Percaz.

Casilda, upon the Bartolomé Mitre Railway, 210 miles from Buenos Aires, and in the Province of Santa Fé, is a modern and prosperous town of 21,200 inhabitants. It is an important agricultural district. There is a National Agricultural School to train young men for agricultural administration.

Hotels :—Italia, España.

Chascomús, upon the Roca Railway, seventy miles from the capital, picturesquely placed among a series of lagoons, is a thriving town of 9,000 inhabitants. There are important livestock and dairy enterprises in the neighbourhood, where maize and linseed are grown upon a large scale. On the main road to Mar del Plata, it is an ideal place for week-ends.

There is a large salt water lake covering 3,000 hectares which increases in size with the rains. This brackish water is an important breeding place for Pejerrey fish, up to 1,000 kilos of which have been caught in one day during the winter season, when amateur fishing competitions are held. Various water sports are also held.

Hotels :—Americano, Colon.

Cinco Saltos, 12 miles from Neuquén and 635 miles from Buenos Aires on the Roca Railway, is the seat of the railway company's experimental fruit farm. The damming of the Rio Negro has fertilized the region and made it one of the finest of fruit-growing districts. There is quite a number of British fruit farmers in this district.

Hotels :—Union, Argentino.

Colón, in Entre Rios, on the Uruguay River, 23 miles north of Concepción, is served by branch railway and by river steamers. The river is picturesque, with cliffs visible from a considerable distance.

Hotels :—De Carli, Pesoa.

Comodoro Rivadavia, in Chubut, on the Gulf of St. George, important as a source of petroleum, wool and hides, is served regularly by small steamers and by planes from Buenos Aires. A railway runs inland to Colonia Sarmiento (120 miles). The rail motor-coach takes 4 hours and runs daily. Population, 15,000. A pipeline (1,700 kiloms.) conducts the natural gas found in the zone to Buenos Aires.

Hotels :—Colon, España, Europa.

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Concepción del Uruguay, in Entre Rios province and the terminal of the Urquiza Railway, is a river port of some historical interest and commercial importance. It is the seat of a National University. It was founded in 1778, and was the scene of a sharp revolutionary engagement in 1870, in which year Urquiza was assassinated in the San José Palace. Population, about 28,000. There are railway branches to Paraná, Colón, and Concordia. It does a large trade with Uruguay and is growing rapidly.

Hotels :—Concordia, Paris.

Local Steamers :—Daily to Paysandu (Uruguay).

Concordia, on the right bank of the Uruguay River facing Salto, is one of the chief towns in the province of Entre Rios. Several lines of railway converge at this point and there is good river transport. The town has 38,000 population and is the centre of a considerable business with Brazil, Paraguay, and Uruguay. The place is one of the best angling centres in Argentina. Good sport is to be had

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with rod and spoon at Salto Grande and Salto Chico, where dorado and salmon are plentiful. Concordia is reached from the Chacarita station, Buenos Aires (330 miles), by the Urquiza Railway, or by Doderó steamers twice a week from Buenos Aires. The railway line to Federal has been completed. A road has been built to Paraná (240 miles).

Hotels :—Continental, Imperial, Colón, Concordia, Universal.

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Dolores, on the Roca Railway line, Province of Buenos Aires, with an urban population of 25,000, was founded in 1818. It is an important agricultural, pastoral and cattle farming centre, and seat of the Southern Tribunal Department of the Province, with its own Law Courts, high schools, and National College.

Empedrado, upon the Paraná River, and 630 miles by rail from Buenos Aires, furnishes oranges and rice for the capital. It is some two hours' train journey south of Corrientes, and a regular port of call for the Doderó steamers. Population, 24,300.

Hotels :—Vallejos, Hnos Luis Pili.

Goya, in Corrientes Province, a port upon the Paraná River, near its junction with Santa Lucia, is 620 miles by rail from Buenos Aires. It is on the Bartolomé Mitre and Urquiza Railways, and is a large distributing centre. The urban population is 22,000. Motor-ferry service across the river to Reconquista.

Hotels :—España, Sportsman, Plaza, Solari.

Guauguay, centre of one of the richest agricultural, cattle and sheep ranching regions in Entre Ríos province and served by the Urquiza Railway, is 175 miles by rail from Buenos Aires. Population, about 23,500. Its river port, Puerto Ruiz, five miles away, is on the Guauguay tributary of the Paraná River.

Hotels :—Ferrecio, La Union.

Guauguaychu, in Entre Ríos, is a port 12 miles up the Guauguay tributary of the River Uruguay. Fray Bentos (Uruguay) is upon the left bank of the main river. Local steamers connect the two towns four times a week. The town is reached by rail from Buenos Aires (230 miles), and by steamer, and by the Urquiza Railway from Concordia. There are tanneries and frigoríficos. The population is 30,585.

Hotels :—Comercio, Paris.

Ibicuy, on the left bank of the Paraná River, is served by a train-ferry from Zarate, and so making a connection between the Bartolomé Mitre and Urquiza railway systems. The crossing of the delta (52 miles) takes 5 hours. The port facilities are good. The picturesque Ibicuy Islands can be visited by steamer.

Hotels :—Entre Ríos.

Junín, on the direct line to Chile, 157 miles west of Buenos Aires (here are the workshops of the San Martín Railway), is served also by the Mitre Railway. The town is of fair commercial importance, in a grain and cattle-farming district and close to lagoons from which quantities of freshwater fish are taken for the Buenos Aires market. Urban population, 36,000.

Hotels :—Buenos Aires, Roma.

Cables :—All America Cables & Radio, Inc., Ayacucho 17.

La Quiaca, on the Bolivian-Argentine frontier, is 1,180 miles (50 hours) from Buenos Aires and 175 from Jujuy. The altitude

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is over 10,000 feet and the climate is cool, requiring overcoats the year round. The Urquiza Railway has its terminus at this point, a few hundred yards from the Bolivian railway station of Villazon, where connection can be made *via* Atocha (176 miles) with the Bolivian railway system. It is the distributing centre for Southern Bolivia and there is some smelting.

Hotels :—Savoy, Gran Hotel, La Quiaca.

Mercedes (de Buenos Aires), an important agricultural and pastoral centre, 60 miles from Buenos Aires on the Sarmiento Railway, has about 21,600 inhabitants. The city is at once old and progressive, with a considerable commerce, many notable private residences and large public buildings, including Law Courts. (Note : This town must not be confused with the Mercedes in Corrientes.)

Hotels :—Paris, Comercio, Perazzo.

Pergamino, 141 miles from Buenos Aires and 76 from Rosario, on the Bartolomé Mitre Railway, is a considerable railway centre. Three branches of the Mitre radiate from this point, and the town is served also by the San Martín. Population, 31,000.

Hotels :—Sarmiento, Union, Comercio.

Plaza Huincul, 800 miles from Buenos Aires on the Roca Railway, and 51 miles short of Zapala, has large oil wells.

Pringles (Coronel Pringles), in Buenos Aires Province on the Roca and Rosario-Puerto Belgrano Railways, 304 miles from the capital, and 135 miles north of Bahía Blanca, is 900 ft. above sea-level in a flourishing agricultural district. Population, 12,700.

Hotels :—Pringles, La Paz.

Puerto Madryn, in Chubut, a small port in a good bay, Golfo Nuevo, with regular coasting steamer connections with Buenos Aires, is the northern terminal of the Belgrano Railway to Trelew (44 miles), Dolavon, and Rawson. It was founded by the Welsh colonist, Parry Madryn, in 1865. Population, 2,300.

Hotels :—Paris, Playa, Siguero.

Puerto San Antonio, in the Gulf of San Matías, on the Belgrano Railway between Viedma and Bariloche, has a shallow bay and a small wharf. The surroundings are pastoral, and the population about 4,000. There is a 'bus service south to Punta Arenas (1,300 miles ; 6 days).

Rio Cuarto, in Córdoba Province, upon the San Martín and Mitre Railways 380 miles from Buenos Aires. It has a population of 49,000, and is a considerable agricultural centre. The town is about 140 miles south of Córdoba.

Hotels :—España, Moderno, Italia, Roma.

Rosario, chief city of the province of Santa Fé, and second city of the Republic, 190 miles by rail from Buenos Aires, is on the Paraná River and is accessible to steamers of 10,000 tons. By river the distance from Buenos Aires is 203 nautical miles. Rosario has various industries, including flour-milling, furniture, leather, bricks, printing and confectionery, but it is primarily a centre for the shipment overseas of the agricultural produce brought from the central and northern provinces and a convenient base for the inland distribution of agricultural and general supplies. From October to early March visitors may expect to find warm weather, and from December to the end of February it is uncomfortably hot.



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The streets are wider than those of Buenos Aires, and there are fine boulevards and handsome open spaces. The river bank is high at this point. Changes in local temperature are sudden. The urban population is 464,688. A concrete paved road, on the route to Córdoba, unites Rosario to Buenos Aires (356 kilometres), *via* San Nicolás and Pergamino.

The British Chamber of Commerce at the British Consulate, Rosario, is affiliated to the British Chamber of Commerce for Argentina.

Hotels :—Italia, Mayo, Savoy.

Markets :—Mercado Central, Calle San Martín; also Mercados Norte, Sud, and Abasto. Best time, 6-8 a.m.

Points of Interest :—Parque Independencia (Rose Garden), Boulevard Oroño, Cathedral (Roman Catholic) in Calle 25 de Mayo; S. Bartholomew's Church (English), Calle Paraguay; Racecourse, Law Courts, University, Hospitals, the Frigtonico Swift, Grain, Elevators, Petrol Installations, the Alberdi and Arroyito Boat Clubs, and Saladillo (salt water springs). Golf Club (Station, Parada Lanks, F.C.C.A.). The Aero Club is at the fashionable suburb of Fisherton, headquarters of the British community.

Rail :—Rosario is 4½ hours from Buenos Aires on the Bartolomé Mitre Railway and Belgrano Railway by express train, and is served also by the Province of Santa Fe Railway (narrow gauge), the Cía General, and the Mitre and Roca railways to Puerto Belgrano.

Road Transport :—There are regular motor-bus services to Arroyo Seco, Casilda, Cañada de Gómez, San Lorenzo and other important centres up to 80 kilometres from the city. Also to Buenos Aires.

Ferry :—There is a service of ferries between the ports of Rosario and Victoria.

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Cables :—Western Telegraph Co., Ltd. (British), Calle Santa Fe, 1116. All America Cables & Radio, Inc., Calle Santa Fe, 1127.

Salto, in Buenos Aires Province and 107 miles from the capital, is on the Province of Buenos Aires Railway. Apart from its commercial position the place is interesting to scientists. Fossil remains of prehistoric animals have been found in numbers here. Population, 8,000.

San Nicolás, 40 miles below Rosario, upon the Paraná River, and 148 miles from Buenos Aires upon the Bartolomé Mitre Railway, has a population of 25,000. The port facilities are good, and various manufacturing industries have been established. The main products are cattle, flour, and agricultural produce. An important road is open to Pergamino (45 miles).

Hotels :—España, Italia.

Cables :—Western Telegraph Co., Ltd. Agent: Leopoldo Lehrer, Buenos Aires, 102.

San Rafael, 240 kilometres to the south of Mendoza. Height 688 metres above sea-level. Ranks second to Mendoza in importance with a town population of 20,000 and a surrounding population of about 80,000. An important agricultural and livestock district, and, owing to special soils and climatic conditions, one of the most important zones for fruit, which is now processed.

Hotels :—España, Ideal.

Santa Cruz, near the mouth of the Santa Cruz River, regularly visited by steamers from Chile and Buenos Aires, is one of the best of the natural ports of Patagonia. Sheep are farmed extensively in the valley. The town consists of two or three hundred houses.

Trelew, founded by Welshmen in 1881, is 43 miles upon the Belgrano Railway from Port Madryn. It has about 7,000 inhabitants, and is commercially the most important Patagonian town, situated in a great sheep-farming district.

Hotels :—Americano, Blicegua, Progreso.

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Tres Arroyos, a very progressive town on the Roca Railway, 507 kiloms. from Buenos Aires, in an important agricultural and live-stock district. Urban population is about 39,000. The place gets its name from the fact that it is encircled by three rivers, the Quequen, Salado and Cristiano Muerto.

Venado Tuerto, in the province of Santa Fé, and 231 miles from Buenos Aires on the Bartolomé Mitre Railway, is a pleasant country town of 15,000 population, with many large and well-managed estancias near at hand. It has an excellent country club at which race meetings and tournaments are held twice a year.

Villa Constitución, on the left bank of the Paraná, and 23 miles south-east of Rosario, is visited by steamers drawing 25 feet. Cereals are exported, and coal and railway materials imported.

Hotels :—Central, Italia.

Villa Maria, in the Province of Córdoba, served by the Bartolomé Mitre and San Martín Railways, is 343 miles from Buenos Aires. Its importance is derived from the grain, timber, and dairying industries. It was in 1872 selected by Congress as Federal Capital. Population, 25,000.

Hotels :—Colón, Internacional.

Zapala, 850 miles or 31 hours' train from Buenos Aires, the terminal of the Roca Railway, and 50 miles south of the Plaza Huincul oilfield, is a starting point for motor excursions in the Cordillera and a place of some importance in the trade of the Neuquén Territory. Puerto Montt (Chile) can be reached by trail.

Hotels :—Zapala, Italia.

Zarate (now known as **Tte. J. F. Uriburu**), on the Paraná River, has 32,000 inhabitants. It is industrially important, with large frigoríficos and paper works, and the quays are used by ocean-going steamers. It was named after its founder, Gonzalo de Zarate, but it was renamed to commemorate the Revolution of September 6th, 1930. Situated 56 miles from the capital, upon the Bartolomé Mitre Railway, it is served also by the Central of B.A. Railway. A ferry to Ibicuy connects the town with the Entre Rios railway system leading northwards.

Hotels :—San Martín, Sportsman.

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See also "Tours in Argentina," p. 158.

Alta Gracia, 570 metres above sea-level in the bracing air of the Sierras de Córdoba, is reached by the Bartolomé Mitre Railway from Buenos Aires in 13 hours. Sleeping accommodation is provided on the train. Good motor roads allow long excursions in the Sierras, apart from journeys which are best done on horseback. There are interesting remains of the colonial period. Population, 12,000.

The Bartolomé Mitre Railway issues during the months of April, May, June, October, November, and December, excursion tickets from Buenos Aires to Alta Gracia. The fare includes train journey with bed and meals, coach from the Alta Gracia station to the *Sierras Hotel*, eight days' stay at this hotel, and return journey to Buenos Aires, at a low inclusive fare.

Hotels :—Sierras (120 beds); good 9-hole golf course, tennis, croquet, and shooting. La Gruta.

Bariloche (San Carlos de B.), on the southern shore of the

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beautiful Lake Nahuel Huapi, is the best starting-point for excursions through a series of mountain lakes and into the Gran Parque Nacional. Its wooden chalets are perched Swiss fashion upon an old moraine above the lake. The streets are steep, and to the south are seen the heights of the Ventana and the Cerro Colorado (7,000 ft.). There are hotels, pensions, and other centres of social life. The population is about 3,500. For excursions to and from Bariloche, see pages 158 and 161.

Rail :—From Buenos Aires by Roca Railway *via* Puerto San Antonio ; time, 39½ hours.

From Buenos Aires by Roca Railway to Neuquén or Zapala, and by motor-car from either point. The journey can be made by summer excursions in 48 hours. Pullman 'bus service in summer from Buenos Aires *via* Bahía Blanca, Chelforó, General Roca and Neuquén to Bariloche, returning by San Martín de los Andes across the Lanín National Park.

Hotels :—Llao-Llao, Parque, Italia, Suizo.

Capilla del Monte, in the Sierras of Córdoba, is 507 miles from the capital, and is reached in 18 hours over the Bartolomé Mitre Railway system and its connections, and also by State Railway. The altitude is 3,000 feet. Higher hills surround the valley in which the town lies. The climate is agreeable at all seasons, and in addition to fine air, medicinal waters and wide views, there are rocks and waterfalls.

Hotels :—La Favorita, Sierras, Savoy.

Carhué, in the south of Buenos Aires province and served by three railways, is 12 to 15 hours' train ride from the capital (500 kilometres). It is the station for Lake Epecuén, 5 kilom. away, whose waters are medicinal. There is a small coterie of quite smart hotels at the lake-side catering for the season. There is a branch line of 60 kilom. to Rivera.

Hotels :—Bristol, Epecuen, España.

Guamini, upon the shore of Laguna del Monte, on the Roca Railway, a small and pleasant summer hill resort of 3,000 inhabitants. It is 300 miles from Buenos Aires and 20 miles from Carhué.

Hotels :—La Armonia, La Aragonesa.

Iguazú Falls. See the Index.

Lake Epecuén, near Carhué, is a strongly mineralized sheet of salt water 60,000 acres in extent, frequented by thousands for summer bathing and for the cure of rheumatism and skin disorders. Carhué is reached in 10 to 15 hours from Buenos Aires by Roca, Sarmiento and Belgrano Railways.

Hotels :—Plage, Azul, Las Delicias.

Lake Nahuel Huapi belongs to the same natural system as the Chilean Lakes (Todos Santos, Llanquihué and others) and is separated from them by no great distance. It covers an area of 800 square kilometres and is over 330 yards deep in places. It stands 2,500 feet above sea-level in full view of the snow-covered peaks of the Cordillera, and of the forests clothing the lower slopes. Mount Tronador commands the scene ; the blue waters of the lake, the mountains, and the loneliness give it a singular charm. The arms of the lake look like fjords. The setting is Alpine and there is a thickly-wooded island (Victoria). In addition to the indigenous fish, salmon and trout have been put down. A lake steamer and

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Small steamers ply from Neuquén down the Rio Limay, and there are motor services between that point and Bariloche on the southern shore. The routes from Buenos Aires via Neuquén and Zapala, and by Viedma are given on page 158.

Lujan, on the Sarmiento Railway, 1½ hours from Buenos Aires (66 kiloms.), is a place of pilgrimage for devout Catholics, famous since 1630 for its Gothic Basilica erected in honour of the Virgin. The Cabildo, now the Historical and Colonial Museum, served as a prison for Generals Paz and Mitre. The River Lujan is picturesque at this point. Lake Lujan, not far distant, is a favourite point for picnic parties.

Hotels :—España, La Paz.

Mar del Plata, 400 kilometres from the Capital, is reached in 6 hours by Roca Railway express trains and in 10 hours by Pullman bus services which run along very good concrete-paved roads. The normal population of the district is about 104,500, but during the summer months well over half a million tourists visit the place. Mar del Plata is known as the Brighton of Argentina ; it is a favourite seaside resort for all classes, and has the most luxurious hotels as well as comfortable moderate ones, pension houses and lodgings. The season runs from December to Easter ; during January and February leaders in most spheres of Argentine life make Mar del Plata their temporary residence. The surroundings are beautiful owing to the undulated terrain ; residential houses and gardens are of the most modern design and competition is keen amongst proprietors. The City itself is very important commercially, as the greater part of the big firms in the capital have their branch houses there. Attractions are numerous ; they include all classes of sport and social life, but the most important is the Casino Palace, a most luxurious building, which houses the Roulette salons, accommodating 65 tables. Card games are also played.

Bank :—Bank of London and South America.

Miramar, south of Mar del Plata and 11 hours' ride from the capital by the Roca Railway, is frequented in summer for bathing. It has many chalets, small hotels, bracing air and capital surroundings for short excursions. There is a fine golf course at Dormy House (open December to April), and a Casino for roulette, etc. On the beach at Mar del Sud, 12 miles away, is a large hotel, the Atlantic. There is a railway and a road along the rocky sea-front to Mar del Plata.

Hotels :—Playa, Grand, Mira Mar, San Remo, América.

Necochea, with an urban population of about 18,000, is regarded as the second of the sea-bathing places along the coast. The beach is excellent, and the place is reached from Buenos Aires by a train ride of 12½ hours on the Roca Railway. Quequén is near at hand across the river. The surroundings are picturesque and interesting and visits are made to the Paseo del Puente, the Cascada, Los Manantiales and the Laguna de Los Padres. The port now handles a large tonnage of grain annually.

Hotels :—Necochea, Royal, La Perla, Gran Hotel Espana, Plaza.

Puente del Inca, famous for the natural bridge of rock which crosses the Mendoza River, and for its hot springs, is an excellent centre for climbers and the pursuit of the guanaco. It is served by the San Martín Railway, and is a favourable stopping-place from

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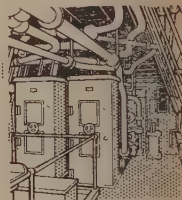


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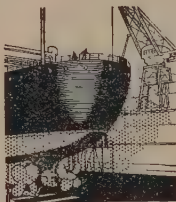


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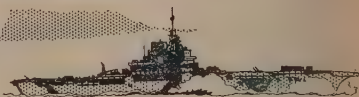


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Hotels :—Puenete del Inca, Termas Hotel.

Quequén, about 2 miles across the river from Necochea and 307 miles from Buenos Aires, stands at the mouth of the Quequén Grande River. Daily dredging is required to maintain the necessary depth in the channel. A considerable and increasing trade in cattle and grain is carried on, but Quequén is best known as yet for its excellent beach, good bathing, and the pleasant character of its scenery.

Hotels :—Quequén, Faro.

Rio Hondo, a small town equidistant from Santiago del Estero and Tucumán, is 660 miles from Buenos Aires. It can be reached by road from Santiago del Estero (75 klns.), or by railway from Tucumán to Las Termas Station. Altitude, 265 metres. Its hot springs are frequented by rheumatic and other patients. The waters have a temperature of from 38° to 55° C., and contain a small percentage of minerals. It is also a winter resort.

Hotels :—Palace, Victoria, Termas.

Rosario de la Frontera, in the Province of Salta, and 806 miles from Buenos Aires on the railway which leads north to La Quiaca, has celebrated hot springs of medicinal value. A winter resort with an agreeable climate, 3,200 ft. above sea-level, it is frequented by visitors in the months June to September.

Hotels :—Ed. Palau, Ed. Guemes.

Tandil, a quiet, pleasant, and well-developed town in the Southern Sierras, is 200 miles from the capital. It is esteemed as a health and pleasure resort, with fine views of hill scenery and tonic air, clean bright streets and magnificent plazas. There are good roads into the rolling countryside, and there is a daily express train to Buenos Aires (6 hours). Population, 39,000. Tandil is the centre of a rich dairy and agricultural district, as well as of a big stone quarrying industry.

Hotels :—Palace, Roma, Francia.

Villa Dolores, west of the Sierras in the Province of Córdoba and 570 miles from Buenos Aires, is a town of 15,000 inhabitants. It is served by a branch of the San Martín Railway from Villa Mercedes.

Hotel :—Loma Bola.

Villavicencio lies 5,900 ft. above sea-level in north-western Mendoza, 28 miles from Mendoza town, with which it is connected by road. It is in beautiful scenery and enjoys a delightful climate. Its curative waters vary in temperature between 98.6° F. and 118.4° F. and are especially valuable for long cures where a weak, alkaline treatment is indicated. There is a modern and comfortable hotel.

Yacanto, near the foot of Champaquí, the highest of the peaks of the Sierras de Córdoba, in a region of woods and waterfalls, is reached by motor from Villa Dolores Station (San Martín Railway). The waters are curative, the air is bracing, and there is a modern hotel. A sporting 9-hole course is open all the year round. Shooting, fishing, bathing, etc., in the neighbourhood.

Hotel :—Yacanto.

Birds and Animals :—The works of W. H. Hudson should be consulted for the abounding bird life. The following are distinctive : Ostrich, condor, vulture, eagle, gavián, carancho, owl, parrot, swan, chaja, duck, geese, garza, flamingo, mirasol, partridge, martinete, penguin, gallareta, garza, stork, albatross, falcon and raven. The animals include : Yaguarete, puma, wolf, fox, mountain cat, coatí, deer, guamaco, gania, vicuña, otter, tapir, carpíncho, anti-bear, hare, rabbit, llama, venado, mataco, anta, armadillo, comadreja, lagarto, yucaré, peludo, vizcachá, skunk, and iguana. Among the sea animals are the seal, sea wolf, sea-lion, and whale.

PHYSICAL FEATURES.

Argentina owes its name to the quest for silver in the mountains of Peru and the wearing of silver ornaments by its Indian population in the sixteenth century. Its great estuary, known successively as Mar Dulce (fresh water sea) and Rio de Solís (after the Spanish navigator), soon acquired the name of Rio de la Plata (silver river). After the provinces forming the present Republic had been formed into a Confederation a common name was sought for the whole and the Latin form of the word "silver" was adopted as its root.

The northern frontier abuts upon Bolivia and Paraguay, the eastern upon Brazil and the Republic of Uruguay. The country is bounded upon the west by Chile and the two countries are delimited by the Cordilleras de los Andes, extending the whole length of Argentina. The southern limit is the Beagle Channel. Argentina extends from latitude 21.40 S. to latitude 55.5 S. at Cape San Pio, longitude 66.32 W. The length is about 2,150 miles and the breadth 980 miles. The coast line is about 1,600 miles, excluding the estuary of the Rio de la Plata. The area, 1,078,266 square miles, is 29 per cent. of the area of Europe. It is the 8th largest country in the world, and 4th largest in the Americas.

Geographical Divisions : The chief natural divisions are :—

- (1) The Andine, occupying the eastern slope of the Cordillera of the Andes, the Pre Cordillera, and the Puna, of high plateau, of the north west.
- (2) The Chaco, or northern lowlands, forested and with a semi-tropical climate.
- (3) The Mesopotamian, in the fork of the Paraná and Uruguay River.
- (4) The Pampas, the economic heart of the country, extending fanwise 300-400 miles from Buenos Aires, devoted to cattle raising and cereals.
- (5) The Patagonian, or southern plateau, thinly populated and given over to sheep farming, with little rainfall and wooded in the south.

Tierra del Fuego, forming the toe of the continent and shared by Chile, is separated from the mainland by the Straits of Magellan.

Rivers :—The River Plate, or Rio de la Plata, the main seaward entrance, is less a river than an estuary or great basin into which flow the Rivers Paraná and Uruguay and their tributaries. Measured from Piedras Pt., Argentina, to Brava Pt., Uruguay, the Plate has a width of about 56 miles, and where the Rivers Paraná and Uruguay branch off (say from Martín Chico to San Fernando) the width is 23 miles. The river is 100 miles long as the crow flies, and mud and sand give it a thick, brownish colour. It is shallow and the passage of ocean vessels is only possible by continuous dredging of the recognized channels.

The tides are of little importance, for there is only a four foot rise and fall at spring tides. The depth of water is influenced mainly

by the direction of the wind and the state of the Paraná, Uruguay and Paraguay rivers. The river rises with south and south-easterly winds, and falls with a wind from N.N.E. or N.W. Strong winds from the south-east and west will sometimes cause the river to rise because of the large volume of water blown in from the ocean.

The more important parts of the basins both of the Paraná and the River Plate belong to Argentina. The Paraná and Paraguay rivers are navigable for steamers everywhere within the republic. The Salado, Pilcomayo and Bermejo, tributaries of the Paraná, are shallow and difficult to navigate. The chief rivers of the south, the Colorado, Negro, Chubut, Chico, and Santa Cruz, flow directly into the Atlantic.

The lengths of the principal rivers are :—

Rio Uruguay, 940 miles ; Paraná, 2,800 miles. The Paraguay, Pilcomayo, and Bermejo are each about 1,250 miles. The Dulce or Saladillo is 500 miles long.

River communication between Buenos Aires and the northern provinces, as well as the Republics of Paraguay and Uruguay, is by the Rivers Plata, Paraná, Uruguay, and Paraguay. With the extreme southern territories communication is only possible by sea.

Lakes:—There are small lakes in many parts of the pampas. The most picturesque are those of the Patagonian Cordillera. Of these the largest are Lakes Buenos Aires, San Martín, Viedma, and Argentino (all in Santa Cruz). Lake Nahuel Huapi, the best known, is connected by tributaries with a series of smaller lakes—Gutierrez, Moreno, Frias, Veinticinco de Enero, and Albarracín.

Mountains:—The mountains belong to four distinct systems :—

(1) Andine, divided into Eastern and Western Cordilleras, with subsidiary divisions.

(2) Central, constituting the Sierras of Córdoba.

(3) Southern, comprising the Sierras of Tandil and Ventana, in the south of Buenos Aires Province.

(4) The Misiones range, on the north-eastern frontier, forming part of the Brazilian system.

The highest peaks in Argentina are : Aconcagua (23,380 feet) ; Mercedario (22,315 feet) ; Tupungato (21,550 feet) ; Nevado de Famatino (19,770 feet) ; Juncal (19,780 feet) ; Aconquija (16,400 feet). The Tronador, Descabezado, Villa Rica, Potro, Bonete and Negro are among the other considerable heights. Aconcagua was first scaled by Vines and Zurbriggen, of the Fitzgerald Expedition, in 1897.

The following are among the more important volcanoes in the Argentine part of the Cordilleras de los Andes : Copiapó, San José, Maipo, Chillán, Tinguiririca, de las Damas, Peteroa, Osorno, Antuco, Trolpe, Corcovado, and San Clemente.

Climate:—The climate is upon the whole most favourable, although the extremes range from the heat of the Tropic of Capricorn to the rigours of Tierra del Fuego. There are broadly three climatic zones : the Littoral, the Mediterranean, and the Andine. The mean temperature in the first is 66° Fahr. ; in the second 105° is frequent in very hot summers, with low temperatures registered in the winter—the mean being about 61°. In the Andine region the climate varies greatly, and fluctuations of 36° within 24 hours are not uncommon.

The mean temperatures in Buenos Aires are approximately :-

Summer 77° F. Autumn 64° F.
Winter 54° F. Spring 62° F.

A shade temperature as high as 98° F. has been recorded in Buenos Aires 66 times in 48 years, oftenest in January, to the accompaniment of winds from N.W. or N.E. Occasionally, in the months May to August, the thermometer falls below freezing point, but snow is a very unusual sight in the coastal districts.

Summer Time runs officially from October 15 to February 28, when the clocks are advanced an hour, but of late the advanced hour has been maintained throughout the year.

Rainfall:—The rainfall, in the southern regions, averages 16 inches a year ; in the central region from 20 to 39 ; in the north-east the fall is 40 to 60 inches a year. The rainfall in the Provinces of Buenos Aires, Santa Fé, and Córdoba is ideal both in quantity and distribution. There are less favoured districts, in some of which artificial irrigation is not at present seriously possible. Again there are districts which in the last twenty years or so have enjoyed an improved rainfall, probably because of ploughing and afforestation.

In a normal year in the grain-growing area, March is the month of heaviest rains. Throughout the period October-March the monthly falls are twice as heavy as during the three dry months, May, June, July.

In Buenos Aires some rain may be expected on about 70 days per annum and on about 76 days in Córdoba and Rosario.

CHARACTERISTICS OF THE COUNTRY.

Province or Territory.	Principal Products.	Physical Characteristics.
BUENOS AIRES	Wheat, maize, oats, linseed, alfalfa, barley, cattle, sheep, horses, pigs, dairy products, bees, beer, minerals.	Well watered plains, rich pasture.
SANTA FÉ	Wheat, linseed, maize, cotton, oats, cattle, horses, sheep, goats, pigs, bees, timber, beer industry.	Rich plains.
CÓRDOBA	Cattle, horses, donkeys, mules, wheat, maize, rye, vines, peanuts, minerals.	Dry, fertile, mountainous.
ENTRE RÍOS	Cattle, sheep, horses, pigs, wheat, linseed, maize, rice, oats.	Undulating plains, rich pasture.
MENDOZA	Vines, fruits, cattle, goats, sheep, pigs, donkeys, mules, petroleum, minerals, wine.	Mountainous, fertile valley.
TUCUMÁN	Sugar, cattle, horses, goats, donkeys, mules, horses, rice, maize.	Mainly mountainous, well watered.
SANTIAGO DEL ESTERO ..	Cattle, goats, sheep, horses, maize, wheat, cotton, fruit, timber, minerals.	Mainly wooded plain.
SAN JUAN	Vines, fruits, cattle, horses, goats, sheep, wine industry.	Dry, mountainous.
CORRIENTES	Cattle, sheep, horses, pigs, cotton, mandioca, maize, citrus, tobacco, rice, sugar cane.	Marshy, fertile.
SALTA	Sugar, vines, oranges, goats, horses, donkeys, mules, tobacco, petroleum, minerals.	Plains and mountains.
SAN LUIS	Cattle, horses, sheep, goats, donkeys, mules, pigs, maize, wheat, marble, quarries, lime.	Dry, hills and plains.
CATAMARCA	Cattle, sheep, goats, timber, little agriculture, minerals.	Mountainous, wooded.

JUJUY	Sugar, sheep, oranges, goats, Mountainous, fertile cattle, donkeys, mules, tobacco, valleys, minerals.
LA RIOJA	Vines, cattle, goats, donkeys, Dry, mountainous. mules, wine industry.
CHACO	Cattle, sugar, maize, cotton, Wooded plains. horses, goats, sheep, timber, quebracho.
LA PAMPA	Cattle, sheep, horses, pigs, Undulating plain, good goats, wheat, maize, oats, rye, pasture. sunflower.
NEUQUÉN	Sheep, goats, horses, cattle, Mountains and woods. petroleum, timber, wine and fruit.
MISIONES	Tobacco, tung oil, oranges, Sub-tropical forest and timber, rice, honey and wax, fertile soil. tea.
SANTA CRUZ	Sheep, horses, meat canning .. Dry, cold, wooded.
RIO NEGRO	Sheep, goats, vines, fruits, alfalfa, Mountains and fertile wine. valleys.
TIERRA DEL FUEGO	Sheep, timber .. Cold, windy, rainy.
FORMOSA	Cattle, goats, little agriculture, Sub-tropical forest. timber.
CHUBUT	Sheep, horses, cattle, goats, Dry, cool, poor vege- petroleum, fishing. tation.

POPULATION OF PROVINCES AND TERRITORIES.

Federal Capital	3,000,371	San Juan	260,714
<i>Provinces :—</i>		San Luis	167,620
Buenos Aires	4,272,337	Santa Fé	1,700,026
Catamarca	145,216	Santiago del Estero	574,383
Chaco	430,555	Tucumán	604,526
Córdoba	1,455,222	<i>Territories :—</i>	
Corrientes	570,907	Chubut	53,986
Entre Ríos	776,380	Formosa	112,056
Jujuy	166,783	Misiones	244,123
La Pampa	169,480	Neuquén	84,738
La Rioja	109,386	Río Negro	132,726
Mendoza	662,619	Santa Cruz	24,491
Salta	290,063	Tierra del Fuego	4,921

The general census of the population taken in 1914 was 7,885,237, but the total at May, 1947, was 15,893,827. No less than 61.4 per cent. is urban. The birth-rate is 24 per 1,000, and the death-rate 11.

The British community (including persons of British descent, who are not technically British subjects) is estimated at about 50,000. Americans from the United States are estimated at 4,000.

It is estimated that 75 per cent. of the population are Argentine-born and of European descent; 20 per cent. are foreign-born and generally of European parentage; a residue of 400,000 are of Indian and mixed descent. No less than 76 per cent. are urban.

Political Division :—The country is divided into a Federal Capital district, which is the City of Buenos Aires; sixteen Provinces and seven Territories. Only the Federal Capital and the Provinces have the right to elect representatives to the National Congress. All the Provinces (except Chaco and La Pampa) have their own Chamber of Senators and Deputies.

There was a new Constitution in 1949, which replaced that in force since 1853.

Presidents hold office for six years and can remain in power for two consecutive terms. The Vice-President of the Republic is President of the Senate. The Senators and Deputies in office when

the President takes office retain their seats. - Senators and Deputies hold office for six years. Salaries are paid to these representatives, which total 30 Senators, 155 Deputies, and 14 representatives of the National Territories.

The President, Vice-President and Senators are elected by direct vote. So is the Chamber of Deputies. (Ten seats are allotted to the strongest losing party, to ensure the existence of a minority in the Chamber). All citizens, male and female, over 18, must vote. In the general election of 1951 those qualified to vote numbered 4,451,873 men and 4,222,478 women.

The form of Government is modelled on that of the United States, or the "representative, republican, federal" system. The Central Government deals with such matters as affect the State as a whole, but the governors of the provinces have extensive powers, and are elected for terms of three or four years. The National Territories (those portions of the country which are not yet ranked as provinces) are administered by officials nominated directly by the President. The municipal government of the capital is exercised by a Mayor appointed by the President with the approval of the Senate, and a deliberative council elected by the taxpayers.

Foreigners may apply for naturalisation after two years' residence, and automatically become Argentine citizens after five years unless they express their unwillingness.

Federal Courts, National and Provincial, deal with cases of national importance and handle cases in third instance connected with the Federal Justice and in other matters expressly laid down by special laws. They consist of the Supreme Courts, formed by five Minister-Judges in the Capital, having five members in Buenos Aires; five courts of appeal, one with three judges of the superior tribunal in Buenos Aires and others with three judges each for La Plata, Parana, Cordoba and Rosario, and Federal Courts of first instance in each one of the provinces and territories.

GOVERNMENT. EXECUTIVE POWER.

President	Gen. Juan D. Perón.
Vice-President	Dr. J. Hortensio Quijano.

MINISTRY.

Interior	Angel Gabriel Borlenghi.
Foreign Affairs and Worship	Dr. G. Jeronimo Remorino.
National Defence	General José Humberto Sosa Molina.
War	General Franklin Lucero.
Marine	Naval Capt. Anibal O. Olivieri.
Air	Brig. Mayor Juan Ignacio San Martin.
Economics	Dr. Roberto Antonio Ares.
Treasury	Dr. Ramón Antonio Cereijo.
Finance	Dr. Alfredo Gómez Morales.
Public Works	General Juan Pistarini.
Agriculture	Carlos A. Emery.
Industry and Commerce	José Constantino Barro.
Labour and Welfare	José María Freire.
Transport	Ing. J. E. Maggi.
Justice	Dr. Belisario Gache Pirán.
Education	Dr. Armandó Méndez San Martín.
Public Health	Dr. Ramón Carrillo.
Communications	Oscar L. Nicolini.
Political Affairs	Dr. Roman A. Subiza.
Technical Affairs	Dr. Raul A. Mende.

Education :—The controlling authority is the Consejo Nacional de Educacion, which in turn is a dependency of the Ministry of Justice and Public Instruction. The Federal Government provides primary education in the Capital and National Territories, and also in the Provinces—Lainez Law—although the provincial Governments also provide elementary schools. Privately owned schools are free to teach but their programmes are controlled by the National or Provincial authorities, thus allowing the incorporation of the students to the secondary education schools or National colleges. There are National universities at Córdoba (founded 1613); Buenos Aires (1812); La Plata (1897); Tucumán (1912); the National University of the Litoral, in Santa Fé with branches in Rosario (1920), and in Corrientes (1922).

AGRICULTURAL RESOURCES.

Argentina ranks with Canada as one of the two most important surplus-food-producing areas of the world, being the largest exporter of corn and beef, at times exceeding Canada as an exporter of wheat, and ranking third after New Zealand and Australia in shipments of mutton and lamb. For over 30 years Argentina has been the leading export country of South America, its foreign trade at times amounting to half the total commerce of the continent. A more diversified output has been sought and considerable success has been achieved with cotton, fruits, poultry, and dairy products.

Although Argentina is so widely identified with the meat trade, 43.4 per cent. of the exports of the country are agricultural as distinct from pastoral.

About 26,176,400 hectares, or 10 per cent., are cultivated; 41 per cent. is natural or artificial prairie; 32 per cent. is forest land, and 14 per cent. unproductive. About 900,000 hectares are irrigated, mainly in the Provinces of Mendoza, Córdoba, San Juan and Tucumán.

The distribution of these crops is determined primarily by climatic conditions. Grain is cultivated more or less in all the provinces of the north and centre and southward to Chubut, but mostly in the Pampean region. Cotton, rice, sugar and tobacco are distinctive products of the northern and north-eastern regions. Fruits are chiefly grown in the mountain valleys of the west and north-west and in the Delta of the River Plate.

AGRICULTURAL PRODUCTION.

1950-51

SOWINGS AND CROP OF CEREALS AND OILSEEDS.

<i>Thousands of Hectares</i>				<i>Crop, m. tons,</i>	
<i>Average</i>				<i>1950-51</i>	
<i>1935-36 to</i>					
<i>1939-40</i>				<i>1950-51</i>	<i>1950-51</i>
Wheat	7,552.9	1950-51	6,553.9	5,500,000	
Maize	6,457.4		2,399.0	2,670,000	
Linseed	2,961.1		1,084.7	532,300	
Oats	1,443.7		1,305.2	642,000	
Rye	1,016.2		2,179.9	412,700	
Barley	770.0		896.7	708,400	
Sunflower	297.7		1,609.0	1,000,000	
Total	20,499.0		16,028.4	11,515,400	

Sowings to grain were 21,269,000 hectares in 1939-40. Production of grain was 22,232,000 tons in 1940-41. There has been a considerable decline since.

Exports during 1949 and 1950 :—

Products.	1949. Tons.	1950. Tons.		1949. Tons.	1950. Tons.
Wheat ..	1,836,800	2,744,000	Barley ..	198,300	96,000
Maize ..	1,081,400	790,000	Rye ..	196,100	172,000
Oats ...	191,900	389,000	Linseed ..	—	131,000

Grain :—The yield per acre, although increasing, remains low and could be improved by more intensive cultivation. Holdings are necessarily smaller than pastoral estates and 400-500 acres are tilled by the small farmer and his family. Upon large estates sharing agreements are made; the landowner provides the house, seeds, animals and tools, and takes one-half of the harvest. Soil eligible for wheat is frequently sown in part with linseed or other grain as a measure of security. The alternation of the two crops result in larger yields from both.

The home consumption for seed and flour of wheat is 4,500,000 tons, linseed 45,000 tons, maize 2,000,000 tons, oats 280,000 tons, birdseed 15,000 tons.

Birdseed, or "alpiste," grown especially in Buenos Aires Province, is cultivated upon an extending scale.

The months of harvest for wheat and linseed are December to January; for maize, April to June; oats, barley and rye, November.

Alfalfa :—A herbaceous plant belonging to the clover family bears small kidney-shaped seeds in spirally-coiled pods. It is adapted to a wide range of conditions, and is grown from sea-level to altitudes of over 7,500 feet. Lucerne (*Medicago Sativa*) is the common name given to the crop in Europe.

Argentina has about 1,533,700 hectares devoted exclusively to alfalfa, and carrying over 93,000,000 cows, sheep, and horses. The crop is cut five or six times a year, although as many as 10 cuts are sometimes made. The cutting benefits the plant. Before the introduction of alfalfa and of irrigation, many now fertile plains were arid deserts. The crop, although it does not enter directly into the export returns, provides a large part of the herbage upon which cattle are raised and is thus the pivot of a great industry.

Potatoes of good quality are profitably grown in the provinces of Buenos Aires, Mendoza, Santa Fé, and Tucumán. Exports have ranged from 80,000 tons a year to none. Total production is about 1,167,100 m. tons.

Rice is cultivated on a large scale in Entre Rios, Corrientes, Santa Fé, Salta, Tucumán and Misiones. 60,000 hectares are sown annually, and the yield, in 1950-51, was 140,000 m. tons. Home consumption is about 110,000 tons. There are 55 rice mills.

The production of **Cotton** in Northern Argentina is recovering. The area sown in 1949-50 was 490,000 hectares, and the production 130,825 m. tons of fibre and 265,000 m. tons of seed. Sowing in 1950-51 was on 502,500 hectares and production 100,000 m. tons of fibre. Cotton is harvested in May and June and local mills consume about 88,000 m. tons.

The Chaco Territory produces about 80 per cent. of the whole. The other important sources are Corrientes and Formosa, although small crops are recorded in Santiago del Estero and Santa Fé. The

exportable production goes mainly to Liverpool. Exports of cotton fibre :—1949—9,200 tons ; 1950—44,896 tons.

The National Cotton Board publishes material dealing with cultivation, systems of land working, and other aspects of the industry.

Sugar, most of which comes from Tucumán, is also produced to a smaller extent in Jujuy, Salta, and other provinces of the littoral. Production was 636,000 m. tons from 250,300 hectares in 1951. Consumption is estimated at 576,000 m. tons. There are heavy duties on imported sugar. There are 37 mills, of which 26 are in Tucumán.

Alcohol production from cane was 59,637 hectolitres in 1950-51. British and other foreign capital is invested in the industry.

Peanuts (or Mani) are an important crop in parts of Córdoba and Santa Fé. Peanut oil is produced.

Vegetable Oils are produced in increasing quantities by 157 establishments. Sunflower, cotton-seed, and peanut are the main edible oils, and linseed, spurge and tung the main non-edible oils. Exports of flaxseed and linseed in 1950 were 131,074 and 205,629 m. tons respectively (unofficial figures). Export of sunflower seed oil in 1950 was 103,010 m. tons.

Export of vegetable oils : 1948—112,000 m. tons, value 252,700,000 pesos ; 1949—98,200 m. tons, value 161,600,000 pesos. Export of oleaginous by-products, 1949—625,000 m. tons, value 147,800,000 pesos.

By-products consist of oil-cakes and flour. Of the oleaginous substances a small part ranks as margarine, and the rest as residues.

Whale oil production is about 7,000 m. tons, whale guano about 4,000 m. tons, and seal oil about 2,000 m. tons.

Yerba Maté, of which the consumption, partly of Brazilian and Paraguayan origin, is 140,000 tons a year, is extensively grown in Misiones (60,200 hectares), and the Santo Tomé district of Corrientes (5,300 hectares). Production is about 124,200 m. tons. Imports average 20,000 tons a year.

Forest Produce:—The sub-tropical forests of the north furnish hard woods used in fencing and railway construction or for export to neighbouring countries. They are also sources of minor products, including charcoal and resins, and new boxwood and plywood industries are doing well. The forests cover 32 per cent. of the entire area of the country.

Much the most important commercial product is **quebracho**, a hard wood yielding a soluble tannin for the leather trade. The tannin is extracted by 18 factories, principally in the Chaco Territory, and exported in solid form to Europe and the United States. Local consumption is 21,083 tons. Tannin is also extracted from logs less rich in tan, including guayacán and urunday woods.

The future of the quebracho industry is limited ; the number of trees is restricted, and under present methods their replacement is out of the question, for the tree takes 100 years to mature.

Exports :—Quebracho extract : 1948—137,446 m. tons ; 1949—98,716 m. tons ; 1950—283,000 m. tons.

Cultivation of **Vegetable Fibres** has increased. Ramie is grown

on 1,000 hectares, canamo on 1,000 hectares, jute on 2,463 hectares, fibre-flax on 5,200 hectares, and formio (New Zealand flax) on 2,500 hectares.

Three-fourths of the **Tobacco** is grown in Corrientes, Misiones, and Salta, where colonists produce Virginia, Havana, Kentucky, Oriental, Bahia and other types. Catamarca and Tucumán are the two other sources. The dark varieties are largely used in coarse cigars. Argentina holds fourth place in world tobacco consumption, with an average of nearly 1.5 grammes per person per day. 62 per cent. of the tobacco used by the factories is home grown. The tobacco crop in 1949-50 was estimated at 51,100,000 lb.

Fresh Fruit:—Fruit trees flourish in most parts of the Republic. The Rio Negro Valley is a very productive zone. The culture is best developed in the so-called Cuyo Provinces, i.e. Mendoza and San Juan, upon irrigated lands. In particular their climate is favourable to grapes, including Almerias of the finest quality, which are grown to perfection in the open and exported.

Fruit is shipped in the fresh state to the United States and Brazil. Grapes, plums, pears, peaches, apricots, and melons, among other fruits, are boxed and sent by rail to Buenos Aires, warehoused in cold stores, and carried in steamers fitted with suitable refrigerating facilities.

Table **Grapes** are grown in Mendoza, San Juan and La Rioja to a total of 240,000 metric tons. The pink muscatel grape is favoured in the home market. Ninety per cent. of the exported table grapes are Almerias. Argentine grapes arrive simultaneously with South African, and the best qualities command favourable prices.

The grape harvest is at its height in Mendoza in March. The fruit season begins with cherries in December; peaches and plums in early January; and grapes in February-March.

Oranges are grown for the local market in the north at Salta, Tucumán and Jujuy, in the north-east in Corrientes and Entre Rios, and also in the Tigre district near Buenos Aires. Oranges from the very old Colonial seedling trees, as well as tangerines, are mostly sold in the home market. A big orange packing plant, with a capacity of 2,000 cases a day, is operating 5 miles north of Concordia (Entre Rios). The orange crop is about 290,800 tons with 90,500 tons of tangerines.

Grape fruit of a darker colour and thinner skin than the varieties mostly consumed in England and North America has been planted successfully within the railway zone in North-eastern Argentina, and a ready market is found in Buenos Aires and abroad. The annual crop is about 4,670 tons. Some 46,700 tons of lemons are gathered.

Pomaceous and Stone Fruit are produced in the sub-andine provinces of Mendoza and San Juan, and in Rio Negro and Neuquen territories wherever soil conditions, transport and irrigation permit. In San Juan, the northernmost province, apples are produced in the higher valleys only, and the chief yield of this fruit comes from Mendoza and Rio Negro, which also lead in the production of pears. Many varieties of apples are grown, the commonest being Delicious, Jonathan and Rome Beauty, all highly coloured apples in accordance with local demands. Pears of the best known winter varieties are

grown in Mendoza, San Juan and Rio Negro, but by far the largest production is of Williams. Mendoza and more especially Rio Negro Williams are being exported in large quantities, and their quality is said to compare favourably with Williams from other centres in the southern hemisphere. A large quantity of moderate quality deciduous fruit, especially apples, peaches, and plums, is produced also in the islands of the Paraná Delta (Tigre), chiefly for the market of Buenos Aires. The pear production is about 147,000 m. tons.

Stone Fruits: Peaches are grown under irrigation in Mendoza Province and to a less extent in San Juan and Rio Negro. They are also produced under conditions of natural rainfall in the Delta and on certain parts of the banks of the Paraná River. The total output exceeds 86,000 metric tons. Plums are produced chiefly in Mendoza and San Juan and in the Paraná Delta (24,600 metric tons); apricots come from Mendoza and San Juan (8,120 metric tons); cherries chiefly from Mendoza (1,745 metric tons). The total quince production is 18,400 metric tons. The olive crop, half of which comes from Mendoza, is 15,815 metric tons. The export of fresh stone fruit is not important, the largest item being peaches.

The total **Apple** production of the Argentine Republic is now 267,000 tons, of which a small proportion is exported. The principal consumers are England and Brazil. An important factor, from the point of view of future development, is that the apples of Rio Negro, grown from trees of Australian stock and comparing most favourably with the Australian product, can be marketed in London between the end of the North American and the beginning of the Australian seasons.

The large fruit production in the Delta of the Paraná, near Buenos Aires, has encouraged the development of a canning and jam industry which is now able to supply local requirements. Closely allied to fresh fruit productions are the industries of fruit drying and canning. Tomato paste, canned tomatoes, tomato juice, fruit pulps, brined cherries, fruit juices, crystallized fruits, brined and dried orange peel, cider (10,900,000 litres), etc., are increasingly produced.

Fresh fruit exports in 1950 totalled 53,796 m. tons. The largest exports were apples (50.7%), pears (37.9%), grapes, plums, peaches, melons, quinces and nectarines.

The **wine** industry centres chiefly in Mendoza, San Juan, and Rio Negro. In 1949, 157,000 hectares were cultivated and produced 1,200,000 m. tons of grapes for the wine industry. Production of wine was 8,792,340 hectolitres in 1948 and 6,750,000 hectolitres in 1949. Average consumption is 9,020,450 hectolitres a year.

Argentine Vegetable exports are growing, more particularly of onions and dried vegetables. The tomato crop, some 155,600 m. tons, is grown on 15,600 hectares.

LIVESTOCK.

Cattle:—The virgin pastures have been occupied, and, short of improvement of the herbage by a more intensive culture, the country is regarded as fully stocked with cattle. The number of head of cattle was estimated at 43,000,000 in 1951.

The presence of the cattle tick prevents the spread of cattle-raising to the northward, and the country south of the Rio Negro is

generally best suited for sheep. Buenos Aires Province with Entre Rios, Corrientes and Santa Fé are the principal sources of good cattle, but both cattle and sheep are raised in nearly all parts of the pampas, north as well as south.

Census particulars reveal a large predominance of Shorthorns (19,790,487), Herefords (3,134,754), and Aberdeen-Angus (1,754,475), but Aberdeen-Angus bulls are now in great demand. Prize bulls fetch from £4,000 to £5,000 in the auction ring.

Sheep:—Lincolns are most widely diffused throughout the country, and crosses of Lincoln and Merino provide a large part of the mutton supply. The relative importance of the several breeds is suggested by the Census returns (1931): Lincoln (14,504,005), Argentine Merino (13,191,306), Romney Marsh (7,556,531), Corriedale (3,397,469), Australian Merino (1,132,607), Oxford Down (24,667), Hampshire Down (368,382), with considerably smaller numbers of others. A third of the total number of sheep are found in the Province of Buenos Aires.

Improved types of sheep are in use southwards from Corrientes to Tierra del Fuego; a few degenerate descendants of Spanish Merinos are kept on the hills of the north-west. Pure Merino sheep are raised in Corrientes and areas of deficient rainfall in Chubut and Rio Negro Territories. Crossed Lincolns of large frame, bred primarily for mutton, are kept in Buenos Aires Province, with generally lighter crossed breeds in the rest of the country.

The total number of sheep in 1951 was 50,000,000 (74,000,000 in 1895). Goats abound in the northern provinces. A total of 4,933,079 was recorded in 1947.

Horses:—The excellent quality of Argentine horses has been shown by the large numbers bought in the past by the British Government and again by the capital performance of the ponies brought by a succession of polo teams. Hackneys are probably the most promising breed for export.

Fifteen breeds are recorded in the Stud Books of the Argentine Rural Society. The larger part of them are heavy draught animals, Percherons (1,310,754), Thoroughbred (569,702), Clydesdales (153,337), and Shires (124,155). The lighter breeds include Hackneys and Arabs.

The number of horses recorded in 1947 was 7,237,663; asses and mules, 501,249.

Pigs:—The stock of pigs was given as 2,981,406 in 1947. They are chiefly of the dark skinned breeds—Duroc Jerseys, Poland Chinas, and a decreasing number of Berkshires. Pig carcasses are exported frozen, and to a smaller extent salted, apart from the home consumption.

The alfalfa pastures produce good muscle, maize for fattening is abundant, and the by-products of dairying are available upon an increasing scale.

Some particulars about the Argentine Meat Trade will be found in the Section, "Meat from South America," See Index.

PRODUCTS OF THE LIVESTOCK INDUSTRY.

The products of the livestock industry constitute some 49.5 per cent. of the value of the national export.

The **wool** season opens in Argentina in October. The stocks held in the port warehouses are often large, varying with the seasons and the demand. In 1949-50, the U.S. took 64.8 per cent. of the exports. Wool exports rose from 9 per cent. of the total in 1949 to 16 per cent. in 1950.

Argentina is second only to Australia among the exporting countries of the world, producing something like 10 per cent. of the world's supply. Internal consumption is about 60,000 m. tons. The 1950-51 clip was 190,000 m. tons.

Wool on the Buenos Aires market is quoted in paper dollars and per 10 kilos. Sheep's wool is dealt in mainly in eight qualities. Lambs' wool is classified in four qualities. Argentine wool is packed in bales of about 420 kilos. The exports have been :—

Season.	Bales.
1947-48	496,578
1948-49	173,234
1949-50	383,863
1950-51	191,091

About one-third of the production is sold in Buenos Aires, and the neighbouring warehouses in Avellaneda are capable of storing half the clip. Large facilities exist also at Bahia Blanca.

Hides:—The annual production of about 8 million cattle hides and 3 million calfskins makes Argentina one of the chief sources in the world. The varieties are known according to their origin as Frigorifico (from the superior animals slaughtered at the freezing works); Saladero (from the meat-drying works); Matadero (from the city abattoirs); and Campo (country hides). The hides are exported both in the wet salted state and in a dried condition, and are largely used both in North American and European tanneries.

The number of hides and skins exported is :—

	1949	1950
Salted Ox Hides	5,453,800	7,314,900
Dried Ox Hides	663,400	1,004,000
Salted or dry Calf Skins	2,917,700	2,383,000
Salted or dry Horsehides	355,500	419,000
Sheepskins (bales)	32,200	43,700
Goatskins (bales)	3,000	4,300
Total value, 1949—482.1 million pesos; 1950—688 million pesos.		

Horsehair is collected, graded as "South" or "West," and as "mixture" or "long tails," and is exported. Cattle hair, in the form of ear hair for making artists' brushes and tail hair, is exported, as well as hog bristles. Exports, 1950—2,752 tons.

AGRICULTURAL PRODUCE.

A Dairy Industry Board to control prices and improve the quality of dairy exports was formed in 1934. Total exports were valued at \$167,200,000 in 1948, and \$162,600,000 in 1950. The popular dairy breed is the Holstein-Friesian.

Dairying:—Dairy farming is an alternative to beef production and the natural conditions favour **butter** making. Butter as fine as Danish, Irish, New Zealand or Australian can be made in Argentina. The grasses are so succulent in early summer that an extremely delicate-flavoured butter like the finest Normandy can be produced. Uniform quality has been attained in the best brands.

Annual production is about 50,900 metric tons. Exports : 1948—12,213 m. tons ; 1949—96 m. tons ; 1950—9,030 m. tons.

Milk powder and condensed milk are produced. Three million milch cows yield milk for the market.

Cheese:—Most of the hard cheeses produced are of the Sbrinz type. The semi-hard types are mainly Emmenthal or Gruyere, Pategras, Dutch, Chubut and Tandil, Cheddar and Mar del Plata. The local market is fully supplied from local sources and there is some export. The total annual production is about 83,300 metric tons. Export, 1950—6,139 m. tons.

The output of **casein**, 33,700 metric tons, is possibly half of the world's supply. It has varied uses in industry, notably in the manufacture of buttons, galalith fancy articles and in paper making. The United States is the principal market. Export : 1948—31,000 tons ; 1949—23,800 tons ; 1950—28,506 m. tons.

Eggs and Poultry:—Large areas are suitable for poultry-farming, and in parts of Entre Rios Province the production of fowls and eggs for market is considerable. Estimates give a total of 50,000,000 domestic fowls, 2,000,000 turkeys, 500,000 geese, 6,000,000 pigeons, and 2,300,000 ducks. Table fowls, inclusive of turkeys for the English Christmas, are exported in refrigeration. An important new industry is egg drying. There is a small export of eggs.

Bee Culture:—Except in Mendoza and in the irrigated Rio Negro territory—the two sources of fine-flavoured honey—little attention has been given to honey and beeswax for market. Great tracts of country carry suitable flora and it has been shown in Buenos Aires Province that good honey harvests can be obtained in three months. The production of honey is some 12 million kilos and there are some exports.

The local production of undressed **furs** exceeds the demand. Argentina is the world's principal source for guanaco fur (the pelt of the young guanaco). Other furs produced are fox, skunk, ocelot, weasel, rabbit, hare, nutria, wild cat, otter, viscacha, and opossum.

MINERAL WEALTH.

Although Argentina has a variety of **minerals**, deposits of most of them are either poor or inaccessible, and, with the exception of petroleum, salt, bismuth, ores, and lime, are not much exploited.

Petroleum:—Oil is obtained on a small scale in the Northern Andine region, at Tartagal in Salta, and Tupungato, in Mendoza, which is now a large producer. The principal source is at Comodoro Rivadavia, on the Chubut coast, where there are about 732 wells, some 470 of them Government-owned. Oil from this point is conveyed by tank steamer to the national distillery at La Plata.

The oil is asphaltic with about 10 per cent. of light products. Oil with about 60 per cent. of light constituents is obtained at Plaza Huincul (Neuquén Territory). The Yacimientos Petrolíferos Fiscales is the oil-controlling department of the Government. Fiscal production is now 71.7 per cent. of the total. Argentine oil production is 50 per cent. of Argentina's consumption. The rest is imported. There are 19 refineries, in which all the native and some imported crude oils are processed.

Natural gas is piped from Comodoro Rivadavia to Buenos Aires (1,604 kims). Production of natural gas has doubled in the last few years, and was 224,244,000 cubic metres in 1950.

PETROLEUM OUTPUT.
(In cubic metres).

Year.	State-owned companies.	Private companies.	Total.
1946	2,259,800	1,047,500	3,307,300
1947	2,425,800	1,047,500	3,473,300
1948	2,646,400	1,046,400	3,692,800
1949	2,580,100	1,005,000	3,585,600
1950	2,824,000	994,000	3,818,000

In 1949 petroleum refinery products (in thousands of cubic metres) were: fuel oil, 2,159.1; petrol, 1,665.6; kerosene and agricultural, 544.3; diesel oil, 448.6; gas oil, 197.9; aviation petrol, 13.6; lubricating oils, 109.4.

Argentina produces the following mineral raw materials in varying quantities: Limestone, lime, gypsum, sodium sulphate, boronatrocalcite, salt, lead ores, and lead (pig lead). Blend of an average content of 52.8 per cent. zinc is produced at Tres Cruces (12,000 metric tons).

The most important **gold** deposits are found in Neuquen, Los Andes, Jujuy, and San Luis. Production is about 105 kilos a year.

The zone of Puna de Atacama (comprising Los Andes and parts of Jujuy, Salta, and Catamarca) is the chief **silver** bearing region. Next comes the district of Famatina, in La Rioja.

Steel Industry.—The only iron deposit worked is the Zapla field (Jujuy), over 1,000 miles by rail from Buenos Aires. There are reserves of 100 million tons. A blast furnace here turns out 18,000 tons of charcoal pig-iron annually. Proposed new blast furnaces at San Nicolas (B.A. Province) will produce only coke pig-iron.

About 50,000 tons of steel a year is produced from scrap at military plants. Private steelmaking amounts to about 125,000 tons a year.

In the north of Argentina the best-known deposits of copper lie in the district of San Antonio de los Cobres, in the Puna de Atacama and in the province of Salta. Important deposits exist in the Capillitas district of Catamarca and in Famatina. Wolfram (970 metric tons) is found in the provinces of San Luis, Catamarca, and Córdoba. Vanadium veins form part of the Andine mineral system. Manganese has been found in abundance in Córdoba, Santiago del Estero, and Tucumán, but actual output is small. Also worked are asbestos, mica and talc. About 30,000 tons of lead ores are produced annually, and there are small antimony ore mines in

the mountains of the Province of Jujuy and La Rioja.

A rich tin mine is being exploited at Pirquitas, Jujuy. Production is about 850 tons a year. Zinc ore production is 26,550 metric tons a year.

Salt deposits are numerous. Great salt beds occupy the lower half of the extensive undrained basins of the central provinces. It is principally produced in the Pampa (South East), Córdoba (North West), the Province of Buenos Aires (South West), and Salinas Grandes, in Jujuy. Boron ore is worked in the Puna region and elsewhere, but the amount extracted is small. Building stone, the ornamental stone known as Brazil onyx, marble and clay are worked in many places. The Malagueño limestone quarries, in Córdoba, are important.

Coal is mined in Mendoza and San Juan, and strata exists in Neuquén and Chubut. The quality is reasonably good but the deposits are remote and transport difficult. A 260-kilometre railway runs from the Rio Turbio mines to the port of Gallegos. Coal and coke imports were 1,447,800 long tons in 1950. Production, 1949, 17,900 m. tons of coal and 78,700 m. tons of asphaltite.

NATIONAL DEBT.

The National Debt at Dec. 31, 1950, was, in millions of paper pesos :—

Consolidated Debt :—

Foreign	41.1
Internal	16,457.7

Floating Debt :—

Short-term	2,161.5
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FOREIGN TRADE.

		IMPORTS.	EXPORTS.
		Paper Pesos.	Paper Pesos.
1947	5,351,100,000	5,332,100,000
1948	.. .. .	5,354,000,000	5,458,000,000
1949	.. .. .	4,645,400,000	3,717,500,000
1950	.. .. .	4,829,300,000	5,420,500,000

The following table shows, in thousands of paper pesos, the trading relations between the United Kingdom, the United States, Brazil, and Argentina, in millions \$ paper :—

	1950.	Imports to Arg.	Exports from Arg.
United Kingdom	569.2	972.4
United States	783.3	1,107.4
Brazil	459.7	424.4

British Capital:—The amount of British capital invested in Argentina and quoted upon the London Stock Exchange was £69,428,083 at the end of 1949, according to *The South American Journal*. Of this sum, £3,513,987 is represented by railway securities, £6,718,325 by Government Bonds, and £77,913,378 miscellaneous. The average return in interest was 3.4 per cent. No interest was paid on £34,453,358.

A recent estimate places the total foreign capital invested in Argentina at about £800,000,000, of which £500,000,000 stands to Great Britain's account, about £85,000,000 to that of France. United States' direct investment is \$155,000,000.

The import tariff in Argentina is *ad valorem*. Customs dues are from 30 to 60 per cent. on the C.I.F. declared value of imported merchandise.

INDUSTRIAL DEVELOPMENT.

Argentina is primarily an agricultural and pastoral country, and the lack of iron and coal militates against the development of its manufacturing industries. At present 75 per cent. of the manufactured products used are imported, and much of the food-stuffs prepared within the country is imported in a partially manufactured form. In spite of difficulties, however, there has been a notable development of manufacturing establishments, of which there are now 101,884, against 65,803 in 1943. Industrial workers have increased from 452,000 in 1935 to 956,000 in 1949. The physical volume of production increased by 31.9 per cent between 1943 and 1949.

Note.—Excellent industrial statistical surveys are published by the National Statistical Department. These should be consulted for details. Extracts are published in the *Review of the River Plate*.

Both the largest and the most numerous of domestic factories are those fabricating textiles (599 mills). There are 300 cotton mills, producing 35,000 tons of textiles. There are 35 spinning mills (463,735 spindles), producing 72,000 metric tons of yarn; and 77 weaving mills (6,433 looms), producing 24,700 metric tons of cloth. Local industry supplies almost all the woollen goods required, 90 per cent. of cotton goods, and all the knitted goods (161 factories). Argentina's 135 hosiery factories produces a margin for export.

Apart from the import of fine yarn amounting to about 500 tons, the woollen industry is independent of foreign sources for raw material.

Rayon yarn plants produce 80 per cent. of the demand of the textile industry (7,000 metric tons), which, in turn, supplies most of the Argentine demand for rayon piece goods. Yarn output in 1948 was 8,895,000 lb. of viscose, and 1,387,000 lb. of acetate.

Cane sugar cultivation in the north of the Republic has given rise to a flourishing sugar-making industry, represented by about 40 mills and refineries and about 30 distilleries, employing altogether 100,000 workpeople. Imported confectionery has been almost ousted from the market.

Iron and steel manufacture :—Many articles, from small screws to highly complicated foundry products, are now turned out. Ornamental ironwork is a speciality. The progress in glass-making is remarkable, and many beautiful and artistic glass vases and other articles stamped "Made in Argentina" are on the market.

Boot factories, equipped with the most modern plant, are turning out 12.8 million pairs of shoes, and exporting 416,000 pairs of them. Soap-making has become one of the most flourishing of the Argentine industries. Shipbuilding is another notable activity, one large concern at Buenos Aires employing over 1,000 workmen. Tanning has made a substantial advance. Furniture-making has developed into an important occupation, and the Argentine factories produce some very handsome cabinet and other work. There are 21 well-equipped breweries, producing 1,538,000 hectolitres of excellent beer per annum, while 131 tobacco factories use 22,000 tons of tobacco (60 per cent. home grown) a year.

A number of establishments manufacture jute bags, apparel, felt and straw hats, electrical fittings, confectionery, preserved foods,

wine and mineral waters, perfumery, soaps, paper and printing, cardboard, candles, vinegar, paints and varnishes, tiles, and leather goods. The Government produces alum and sulphuric acid. There are 22 alcohol distilleries with a total output of 59,637,000 litres of 100-proof alcohol. The chemical industry manufactures cellulose, bleaching powder, caustic soda, hydrochloric acid, tartaric acid, lime salt, benzol, ammonia, sulphuric acid, carbon dioxide, muratic acid, copper sulphate, aluminium sulphate, carbon bi sulphate, oxygen, hydrogen and acetylene gases. There are 4 factories for making tyres and tubes near Buenos Aires. There are 35 paper mills turning out about 130,000 metric tons of paper, or about a third of the local consumption. The production and finishing of plastic materials is a rapidly growing industry. A civil aircraft factory is in production.

The potential **Hydroelectric** power in Argentina is estimated at 5,400,000 horse power, but of the installed capacity of 1,400,000 kilowatts, only 45,000 are hydroelectric; the rest is thermally generated. Most of the larger hydroelectric stations are in the Provinces of Córdoba (on the Rio Primero), Mendoza (on the Rio Mendoza and the Canal Zanjon), and Tucumán. Great distances separate the potential sources of energy—the Iguazu Falls, Rapids of Aripe, and the falls of the Salto Grande—from the consuming centres.

There is 1,304,000,000 pesos invested in the electricity industry. Companies number 471, with 972 power houses distributing current to 797 cities and towns. The total energy consumed rose from 3,320 million k.w.h.s. in 1946 to over 5,000 million in 1950.

Flour Milling has an annual production second only to the meat-packing industry. There are 171 mills. About 2,700,000 m. tons of wheat were milled in 1948.

Cement was manufactured at 11 separate works to an estimated total of 1,557,911 m. tons in 1950. The chief producing centres are the provinces of Buenos Aires, Córdoba, Mendoza, Entre Rios, Salta, and Santiago del Estero. Imports were 458,738 m. tons in 1950.

Railways:—The country is immeasurably the best served part of South America in respect of rail communication. At the end of 1949 there was open to traffic, inclusive of provincial and secondary lines, 42,852 kiloms. of state owned railways. Particulars of the chief lines are given in the later chapter "Railways of Latin America." Diagrams to show the areas served appear in the present chapter. The railways convey some 38 million tons of goods and (excluding the suburban traffic of the capital) about 487 million passengers per annum.

Roads and Highways:—The network of roads has been considerably improved during the last 15 years. The construction of road systems, bridges, etc., is in the hands of the Administración General de Vialidad Nacional, an autonomous Government entity. Funds are derived from a surtax on petrol and oil, a large Government contribution, and a percentage on railway earnings.

Since the road law has been in force, a vast provincial and national network of roads has been built, and an extensive system of earth roads improved. The highway system extends to well over 500,000

kilometres. Pan-American highways connect Buenos Aires with Chile, Bolivia, Paraguay and Brazil. The national road network is 69,916 kilometres, of which 3,500 are concrete-paved, 12,102 kilometres are earth roads, and about 54,829 kilometres are open for traffic in all weathers.

Air Services:—For international air services from outside Latin America see the *Air Section*. Cruzeiro do Sul flies between Rio de Janeiro and Buenos Aires, three times a week. Aerovias Brasil flies from Rio de Janeiro to Buenos Aires *via* São Paulo and Porto Alegre; Línea Aérea Nacional de Chile (L.A.N.) flies between Santiago de Chile and Buenos Aires; BRANIFF flies to Buenos Aires non-stop from Lima, Peru.

Argentina's air lines have been nationalised and unified under the name of **Aerolíneas Argentinas** (Argentine Air Lines). They are managed and operated by the Ministry of Transport. Internal services are known as *Aeroposta Argentina*, and external services as *Aerolíneas Argentinas*.

There are Argentine international services from Buenos Aires to Lisbon, and thence to Rome, Paris, London, Amsterdam and Frankfurt; to Rio de Janeiro; to Santiago de Chile; to Uyuni, Oruro, and La Paz in Bolivia; to New York (*via* Rio de Janeiro, Natal, Belem, Trinidad, Caracas and Nassau); and San Francisco (*via* Santiago, Antofagasta, Lima, Guayaquil, Managua, El Salvador, Mexico City and El Paso, Texas).

Lade (Líneas Aereas del Estado), is operated by the Argentine Air Force to develop new routes which are handed over to the above company when it shows a profit.

All but the smallest towns are now served by air. Enquiries should be made locally for times and fares.

POSTS AND TELEGRAPHS.

Postage Rates:—Internal, 20 cents for each 20 grammes or fraction; to American Republics and Spain 20 cents for first 20 grammes, and 20 cents per 20 grammes or fraction thereafter. To European countries, 45 cents for first 20 grammes, and 25 cents per 20 grammes or fraction thereafter. From U.K. to Argentina, see p. 28.

Air Mail:—Argentina to Europe, one peso for every 5 grammes or fraction thereof, plus ordinary postage at 45 cents for the first 20 grammes or fraction thereof and 25 cents for every additional 20 grammes. Business papers as printed matter pay \$1.40 for each 20 grammes or fraction. U.K. to Argentina, see page 28. To U.S.A.: 90 cents for each 20 grammes or fraction.

Telegraph Rates:—20 cents per word plus tax of 30 cents per telegram. Maximum, 100 words. Foreign languages, double tariff.

Cables:—Service by the Western Telegraph Co., Ltd. (*via* Imperial, and *via* Western Union), and All America Cables & Radio, Inc. *via* All America).

Wireless Telegraphy:—International communication is provided by two companies, *Transradio Internacional* (London, Paris, Berlin, Oslo, Geneva, Stockholm, Tokyo, Shanghai, New York, Amsterdam, Brussels, Madrid, Rome, Asuncion del Paraguay, Rio de Janeiro, Santiago de Chile, and La Paz; and *Radio Argentina* (via Radiar to Madrid and New York with most European, African, and Asiatic countries). Ordinary rate to England, \$; 18 paper per word.

Wireless telegraphic communication with shipping is maintained through the Argentine Post Office (General Pacheco).

Telephones:—The Buenos Aires system, which is State owned, is linked up telephonically with all the provinces as well as with the neighbouring countries.

Wireless Telephony is available to most of the world from the local telephones. The internal telephone system is connected with the overseas circuits of the radio-telephone companies.

Radlophotographs can now be transmitted to and from Buenos Aires and London, Germany, and New York.

Broadcasting is carried on from numerous stations. The first **Television** station has been opened at Buenos Aires.

PRESS.

The principal publications are:—

Official Gazette—"Boletín Oficial,"
 Buenos Aires Dailies—"La Nación," "La Prensa," "El Mundo," "Crítica,"
 "Noticias Gráficas," "La Razón," "La Esfera," "Democracia,"
 Buenos Dailies—"The Standard," "Buenos Aires Herald,"
 Magazines: "El Hogar," "Mundo Argentino," "Para Ti," "Maribel,"
 "Atlántida," "Rosarinda," "Selecta," "El Gráfico,"
 English Language—"Review of the River Plate" (commercial and agricultural),
 "The Times of Argentina" (shipping and grain), "Britannica" (organ of the British Society), "The Argentine Magazine," and "The Southern Cross."

CURRENCY, WEIGHTS AND MEASURES.

Currency:—Gold is not in internal circulation, but the basis of the monetary system is the gold peso, sometimes known as Oro Sellado (coined gold) and written \$—O S. The paper pesos form the only circulating medium. Rates of exchange in the official market are, to the £ sterling: Buying rates, basic 14.00; preferential, 21.00; Selling rates, basic, 21.00; preferential, 14.00.

Note.—These rates are fixed by the Central Bank and are subject to alteration, since they are governed by international market values.

The currency in actual use consists of paper notes ranging from \$1,000 to \$0.50 Nickel coins of 50, 20, 10 and 5 centavos and copper 2 and 1 centavo pieces.

WEIGHTS AND MEASURES.

The legal system is the metric, and in measures only the metric should be used, but the Spanish system is also quoted, and in some places the old Argentine system.

CUSTOMARY MEASURES.

The average weights of standard packages of Argentine products, are as follows:—

Bale of Wool	420 kilos.	Bale of Hay (alfalfa)	50 kilos.
" Sheepskins	400 "	Pipe of Tallow	400 "
" Hides	400 "	Cask of "	160 "
" Goatskins	370 "	" Butter	25 "

Weights in Use for Hides and Sheepskins.

A pesada of dry hides (35 libras) = 35.448105 pounds.
 A pesada of salted hides (60 libras) = 60.76818 pounds.
 A pesada of washed sheepskins (40 libras) = 30.38409 pounds.

LINEAL MEASURES.

1 Pulgada	=	0.947086 in.	
1 Pie (12 pulgadas)	=	0.947086 ft.	0.3048 metres.
1 Vara (3 pies)	=	0.947086 yd.	8.666 metres.
	=	2.841258 ft.	
1 Yarda (yrd)	=	0.9144 metres.	
	=	39.3700 inches.	
1 Metro	=	3.2808 feet.	
	=	1.0936 yards.	
1 Kilometro	=	0.62137 mile.	
1 Milla Inglesa	=	1,609.35 metres.	
1 Milla Marina	=	1,852.00 metres.	
1 Legua (Spanish) (league)	=	6,000 varas	3.228703 miles.
1 Legua (Argentine) (league)	=		3.106912 miles.
In Buenos Aires Province, 1 square league = 1,600 squares = 6,672 acres.			
National lands, 1 square league = 1,600 squares = 6,177.85 acres.			

WEIGHTS.

1 Grano	=	0.769273 grain (avoirdupois).
1 Adarme (36 granos)	=	27.693832 grains.
1 Onza (16 adarmes)	=	1.012803 ounces.
1 Libra (16 onzas)	=	1.012803 pounds.
1 Arroba (25 libras)	=	25.320080 pounds.
1 Quintal (4 arrobas)	=	3.617153 quarters.
1 Tonelada (20 quintals)	=	0.904288 ton.
1 Libra Inglesa	=	0.45393 kilogramme.
1 Libra Medida Argentina	=	0.4594 kilogramme.
1 Kilogramo	=	2.204621 pounds.

CAPACITY (LIQUID).

1 Cuarta	=	1.04552 pints (0.52276 quarts).
1 Frasco	=	4.18208 pints (2.09104 quarts).
1 Galón	=	6.691328 pints (3.345664 quarts).
1 Barril	=	66.1328 quarts (16.72832 gallons).
1 Pipa	=	401.47968 quarts (100.36992 gallons).
1 Galón Ingles	=	4.543 litres.
1 Galón (Norteamericano)	=	3.800 litres.
1 Litro	=	1.759 pints.
1 Pinta (pint)	=	0.568 litre.

CAPACITY (DRY).

1 Cuartilla	=	7.549188 gallons (0.9436485 bushels).
1 Fanega (4 cuartillas)	=	30.196752 „ (3.774594 bushels).
1 Hectolitro (100 litres)	=	2.75 bushels.

CUBIC MEASURES.

1 Metro Cubico	=	{ 35.3148 cubic feet.
		{ 1.3079 cubic yards.
1 Pie Cubico	=	0.028317 cubic metres.

SQUARE MEASURES.

1 Pie Cuadrado	=	9.2903 square decimetres.
1 Vara Cuadrado	=	0.7499 square metres.
1 Metro Cuadrado	=	10.7639 sq. ft. or 1.1960 sq. yds.
1 Acre	=	0.4047 hectare.
1 Hectaria (10000 mts)	=	2.4711 acres.

SETTLERS IN ARGENTINA.

Immigration:—The laws have long favoured the immigration of farmers, labourers and artisans of less than sixty years of age seeking to settle in the country, *although in recent years certain modifications have been introduced, tending to improve the type of immigrant and restricting the entry of undesirables.*

Whether the incoming immigrant is a first, second or third class passenger, his application for admittance has first to be submitted to the consulate at the point of departure and there the case is subjected to an individual investigation and the facts are reported to the immigration authorities in Buenos Aires. The Director of immigration then studies the application, and this official has the right to say, yes or no. This means that the prospective emigrant must wait whilst the application is sent to Buenos Aires to be passed or rejected. Intending settlers must now present to the Argentine Consular officer a legalised copy of the applicant's birth certificate. (This applies to the applicant's wife and family). When this is impossible, the applicant should consult the Consulate about the correct procedure.

The table below shows the overseas migratory movement during three years (2nd and 3rd class passengers):—

Year.		Immigration.		Emigration.		Balance.
1948	..	154,000	..	34,000	..	120,000
1949	..	150,987	..	22,500	..	128,487

Half a million persons were added to the country's population by excess of arrivals over departures in the 1947-50 period. Italians are by far the most numerous group amongst the immigrants, with almost a larger total than all other nationalities together. Next come Spaniards, and then, far behind, Poles, Jugoslavs, Germans, and French. Agriculture is the main trade amongst the newcomers. Journeymen come next, followed by bricklayers, carpenters, coachmen and chauffeurs, merchants, accountants and clerks.

Colonization:—The system of small ownership of arable land is less general than arrangements for sharing the produce of small parcels of land with the landowner. It is recognized, however, that the settlement of pioneer immigrants should be encouraged by the grant of land, and a scheme of land-settlement, devised with this fact in view by the chief railway companies, has been approved in principle by the Government. A joint undertaking, the Railways Colonization Consortium, has been formed to take charge of lands in the regions served by the several lines. The companies agree to forego profit on the sale of land to colonists, to accept payment for land, buildings and plant by instalments, and in some conditions to advance funds to suitable settlers. The scheme provides for co-operative stores and the creation of village centres, each railway company superintending the areas along its own route.

There are available for settlers State lands in Patagonia suitable for sheep-farming. In the cotton-growing districts of the Chaco, in Corrientes, Salta, and Tucumán, close settlement is being encouraged by the Provincial Governments.

In the Rio Negro valley a few thousand acres have been converted into irrigated small holdings by the Italo-Argentine company, and homesteads have been set up, preferably for Italians already experienced in Argentine conditions. An irrigation canal flows for 120 kilometres from the River Neuquén, above the confluence with the River Limay, to the valley of the Rio Negro. It irrigates about 60,000 hectares, which were rapidly colonized.

The Jewish Colonization Association, founded by Baron Hirsch in 1892, owns over half a million hectares in Buenos Aires, Santa Fé, Entre Ríos, Santiago del Estero, and La Pampa. The Association sells land to colonists at cost price in lots of 25-400 hectares and makes advances of funds. The capital of the colony is Rivera, to which a line has been built from Carhué.

The most successful colonisation in Argentina of late years has been at **Eldorado**, on the main bus route between Posadas and the Iguazu Falls. This prosperous small town is surrounded by flourishing yerba, tung oil, citrus, eucalyptus and tobacco plantations. There are tung oil factories, sawmills, three-ply factories, yerba drying installations and a citrus packing plant. There are two good hotels (*La Colina* and *Buddenburg*), and a number of pensions.

At 50-100 miles from Buenos Aires land is worth £40 to £50 per acre. At 250 miles distance there may be land at £20 to £30 an acre, and in the Pampas and the southern and northern territories land may be available at a £1 to £5 the acre.

Cost of Living :—Rent is a most serious item. A single man can obtain a bed-sitting room in a respectable boarding-house at about \$400 500 per month for half board and room, \$450 600 upwards for full board. A small flat, such as a married junior commercial employee would expect to occupy, could not be secured at a rental of less than \$500 paper per month upwards. A suburban villa similar to that occupied by a senior commercial clerk could not be secured here under the equivalent of £250 to £300 per annum. The growing population makes the housing problem acute.

Other household expenses are also inclined to be high. The average wage paid to a general servant in the city of Buenos Aires is \$250 paper per month. The cost of first-class furniture is higher than it is in the United Kingdom. Foodstuffs are no more expensive than in Great Britain. A good suit can be bought for \$1,000 to \$1,200. A hat may cost between \$75 and \$100. An Argentina made pair of shoes costing \$100 130 will give good service.

No person over the age of 21, with one or two years' commercial experience, can be recommended to accept a salary of less than about \$1,500 paper a month. An Englishman coming from the Old Country, facing life alone in Argentina, is not likely to get more out of \$600 per month than he would out of £3 a week in England.

Taking 1943 as 100, the cost of living for a working class family stood at 394.4 in May, 1951.

National Flags :—Foreigners are not allowed to hoist their national flags in the Argentine without special permission, and on condition that it is flown with, and to the left of, the Argentine flag.

National Holidays :—The only obligatory holidays are January 1, January 6, the Monday of Carnival, Good Friday, May 1, May 24, July 9, August 15, October 17, November 1, December 8, and Christmas Day. All Saturdays are declared holidays in banks and Government offices.

National Dishes are based, in the main, upon plentiful supplies of meat and vegetables. Many are truly individual and delicious, the *asado*, or roast, when properly done; *puchero*, the best stew in the world, if all the ingredients are present; *bife a caballo*, steak served with a fried egg; the *carbonada* (onions, tomatoes,

mixed birds, particularly good at Buenos Aires. *Charrasco*, a thick gilled beef steak; *pasajero*, a mixed grill, and many others, like *humitas*, tasty but not so strictly national.

TOURS IN ARGENTINA.

An idea of the cost of touring Argentina and neighbouring countries can be got from the prices of the combined railway and hotel tickets issued by tourist agencies. The costs vary with the distances covered, the length of stay, and class of hotel. The following itineraries are given as typical summer excursions. Notably at the seaside hotels a considerable reduction is made to travellers "in matrimonio" and in winter some hotel charges are reduced. The particulars are approximate only, not binding quotations. The prices are in "moneda nacional."

SUMMER EXCURSIONS.

The following are typical tours, but there are numerous others. Enquiries should be made at Wagon 1's Book of Experiences Tourist Agencies, where full information about hotels will be given.

Buenos Aires—Paragones—Viedma—Bariloche (Lake Nahuel Huapi)—Uso Lago—Corrientes—Puerto Blest—Laguna Frías—Buenos Aires. Twelve days. All included, as from \$1,350. At Bariloche a visit may be paid to Lakes Gutiérrez and Mascardi at an additional cost of \$130.

Buenos Aires—Bariloche—Lake Nahuel Huapi—Gutiérrez—Mascardi—Valle Rio Limay—Lago Lefal—Corrientes—Puerto Blest—Laguna Frías—Buenos Aires. Fifteen to sixteen days. All included, \$1,950.

Buenos Aires—Zapala—San Martín de los Andes—Lago Lacar—Bariloche—Lake Nahuel Huapi—Corrientes—Puerto Blest—Laguna Frías—Buenos Aires. Seventeen days. All included, \$2,050. A deviation from Laguna Frías to Peulla lasting from three or four days, costs \$2,050 upwards, according to the number of days taken.

Buenos Aires—Paragones—Viedma—Bariloche—Corrientes—Puerto Blest—Laguna Frías—Casa Pangué—Peulla—Buenos Aires. Twelve to thirteen days. All included, \$1,450 pesos up. Another, which follows this as far as Peulla, and then runs Peulla—Puerto Varas—Puerto Mount—Valdivia—Osorno—Buenos Aires, takes 23 days and costs \$1,200. Another taking 29 days and costing \$4,950, breaks off from the above at Valdivia and runs Valdivia—Concepcion—Santiago de Chile—Valparaíso and Vina del Mar—Buenos Aires.

An excursion to Santiago and Vina del Mar by the Transandine costs from \$3,060 according to comfort, and takes 15 days.

A tour through Chile, Bolivia, and Peru: Buenos Aires—Santiago—Valparaíso—Antofagasta—La Paz—Cuzco—Arequipa—Mollendo—Callao—Lima—Valparaíso—Buenos Aires. Thirty-seven days, quotations on application.

Buenos Aires—La Paz—Cuzco—Arequipa—Mollendo—Callao—Lima—Valparaíso—Santiago—Buenos Aires. Thirty-four days, quotations on application.

Buenos Aires—Mar del Plata and return.

Buenos Aires—Nequeheia and return.

Buenos Aires—Alta Gracia and return.

To the Cordoba Hills by Motor car: Including railway tickets with sleepers and meals, visiting the most important of the Cordoba Hills (Cordoba, Lago San Roque, la Paila, Capilla del Monte, Cruz Chica, Cruz Grande, Los Cocos, La Cumbre, Carlos Paz, Insensada, Pampa de Achala, Mina Clavero, Alta Gracia) in private and comfortable cars for five days and staying at the best hotels. Lasting a week. Approximate rates, all included, \$750 per person.

To Mendoza and Los Andes: First class rail, including sleepers and meals. Stay at hotel and motor tours to the city, Parque General San Martín, Cerro de la Gloria, Tupache, Chacra de Corta, Lujan de Cuyo, Lulima, Villa Maipú, Luzzariga and Cachemá, where the hydroelectric engine can be seen. Return to Mendoza and to Buenos Aires. Price per person (all included: trains, motor cars and hotels), \$600.

THE SIERRAS OF CORDOBA.

The Sierras of Córdoba, with their dry climate and moderate altitude, are most frequented by summer visitors, but the district is agreeable at all times of the year. Córdoba is readily reached in comfortable trains over the Bartolomé Mitre Railway and makes a convenient centre for excursions over excellent hill roads. The State railways serve the district. These and the roads make exploration easy. The hotel accommodation is best at Alta Gracia, in the southern portion of the Sierras, but is quite good at other points, notably La Falda, La Cumbre, San Esteban, Los Cocos, Capilla del Monte and Ascochinga.

The irregular contour of the region leaves a considerable choice of altitudes and of surroundings, with varying opportunities of sport or recreation. Particulars concerning the chief points are classified among Argentine towns and pleasure resorts and these may be consulted in addition to this brief recapitulation :—

Alta Gracia, latitude, 1,900 ft. Recreations : motoring, walks, climbing, tennis, golf.

Ascochinga, *via* Jesus Maria, altitude, 2,600 ft. Good winter fishing ; shooting from May to September ; game not plentiful ; pumas to be found in the hills.

Capilla del Monte, altitude, 3,000 ft. Game and fish scarce, but pumas, condors and foxes exist in the hills. Tennis, golf, and target shooting good. Hotels : Victoria ; Saboya.

Cosquín, altitude, 2,200 ft., on the banks of the river ; beautiful surroundings with a dry, healing air. Hotels : Barton ; Mundial.

Cruz Chica, altitude, 3,500 ft. Swimming, tennis, climbing, good motoring, riding, walking.

Jesus Maria, altitude, 1,650 ft. Recreations : good trucha, dorado, and carpa fishing in winter ; game in season, wild goats and foxes plentiful. Sporting permits required from the owners of estancias La Paz, Sta. Catalina, and San Jorge.

La Cumbre, altitude, 3,500 ft. Trout streams with good fishing November to April. Swimming, golf and tennis. (*Palace Hotel ; Cruz Chica*.)

La Falda, altitude, 3,000 ft. Pleasant at all seasons. Little fishing, good partridge and hare shooting. Golf. Hotels : El Prado ; Ferrari ; Parque.

Mar Chiquita, a salt water lake 11 kilom. from Bahueira Station, in the north east of Cordoba ; a watering place famous for its cures. Hotels : Miramar ; Savoy.

Mina Clavero, 140 kilom. from Córdoba by 'bus, through grand mountain scenery. Usual sports ; natural waters. Hotel : Fenix.

Villa Dolores, altitude, 1,700 ft., at the foot of the hill. Shooting : partridge, martinetta and hare. Hotel : Loma Bola.

Valle Hermoso, altitude, 2,800 ft. Recreations : riding and motoring. Hotels : San Antonio ; Valle.

Yacanto, altitude, 2,900 ft. Near Villa Dolores, at the foot of Mount Champaqui. Tennis, golf, swimming, riding, climbing. Hotel : Yacanto.

THE SOUTHERN LAKES.

The Nahuel Huapi National Park is situated in the Cordillera region of the national territories of Neuquen and Rio Negro, and is commonly known as Nahuel Huapi or the lake district, and which lies among the foothills of the Andes to the south-west of the immense pampas which stretch eastwards to the Atlantic.

This park embraces the most diverse and outstanding natural phenomena : lakes, rivers, cascades, forests, bare mountains and snow-capped peaks. Nature has reproduced in one and the same place the Norwegian "fjords" the Scottish "lochs," the Swiss and Italian lakes, everlasting snow-capped peaks such as the "Rockies" of Yellowstone Park, and panorama similar to anything which the Alps or the Pyrenees can offer.

The whole park is enveloped in abundant vegetation. Age-old trees, some of which reach a height of one hundred and fifty feet or more, form vast forests, and alternate with flower-decked prairies and clumps of wild berry-laden shrubs. Exotic fauna inhabit these regions and are a source of continual interest owing to the variety of species encountered.

But the outstanding feature of this national park is the splendour of the lakes. The largest of these is Nahuel Huapi, surrounded by forests, snow-capped mountains and wooded slopes. This lake contains jutting peninsulas and many islands, and covers approximately 130,000 acres. The largest island is the "Isla Victoria," on which is situated the forestal research station, where the Directorate of National Parks carries out its work of acclimatising new species of vegetation to take the place of that destroyed by forest fires or any other cause. A Zoological Board is also being established for the purpose of adding to the existing indigenous fauna.

The lakes in this park, and particularly Nahuel Huapi, are well served by boats of all kinds. The National Parks Board has a large steamboat, the "Modesta Victoria," which carries 150 passengers in great comfort. It is also able to embark two motor cars for the convenience of passengers touring the lake district.

The lakes are full of fish, and attract numbers of fishermen, not only from Argentina but even from European countries. Lake Traful is considered the best for fishing. Its transparent waters include a great variety of fish, frequently reaching a weight of as much as 15 lbs. Permission to fish should be obtained from the fishing administration at Bariloche (10 pesos fee).

Hotels and private establishments are situated in picturesque positions near beaches, peninsulas and back-waters, and offer peaceful hospitality. Apart from sailing and boating, there is ample scope for golf, mountaineering and ski-ing.

In the winter, the snow-covered slopes offer opportunities for ski-ing which are comparable to those of the Swiss or Scandinavian resorts.

Summer excursions to Lake Nahuel Huapi are organized by several travel agencies in connection with Roca Railways at rates inclusive of train fares and of hotel expenses. Trains leave Constitución Station, Buenos Aires, on Monday, Wednesday, Friday and Sunday at 2.10 p.m., direct to Bariloche, crossing the fertile province of Buenos Aires and the Rio Negro territory. Bariloche, on the shores of Lake Nahuel Huapi, is reached about 42 hours later. The sleeping accommodation and dining car facilities are good. The train is equipped with a comfortable saloon, restaurant, and sleeping cars, and most of the dust is excluded.

The run occupies some 42 hours, at the end of which you arrive at the beautiful little station built on the outskirts of San Carlos de Bariloche. Innumerable taxis wait at the station to conduct travellers to any of the hotels in Bariloche itself and arrangements can easily be made for transportation to any of the outlying hotels in the district. These hotels, although usually small, accommodating no more than 50 to 80 persons each, are scattered at relatively short intervals throughout the entire park and can always be found at those points

having a special scenic interest. The best placed, best appointed and best run hotel in the area is, however, the now famous Llao-Llao, known to all travellers to the Park.

Hotel rates, all included, vary according to the type of establishment and accommodation; they should be calculated at from about \$50 to \$150 per person.

An excellent official booklet, "Nahuel Huapi: National Park," has been issued by the Argentine Ministry of Agriculture.

For the traveller who wants to go further afield, automobiles and launches are available for such points as Puerto Panuelo, Lago Correntoso, Puerto Blest, Bahia Lopez, Lago Traful, Lago Gutierrez and Lago Mascardi. The season favoured by most extends from December to April, but now that winter sports, such as ski-ing and sleighing, are attracting numbers of devotees, the Lake District is certain to have a number of visitors from outside the whole year round. The "Club Andino Bariloche" has established shelters on some of the peaks for the convenience of mountaineers. Firing, light and food is provided in these points of succour. A log cabin has also been erected at the foot of Mount Otto, the favourite site for ski-ing, and from this a splendid view can be obtained of Lake Gutierrez, and the Ventana and Cathedral Peaks. Fishermen at Rio Traful (*Dawson's Camp*), 50 miles north of Bariloche, have been rewarded with record catches of trout and salmon.

The lakes can also be reached by travelling direct on the Roca Railway to Zapala, where the traveller has the option of continuing his journey by motor-car either from that point or from Neuquen. The route from Zapala leads through San Martín de los Andes and some of the most striking scenery in the Cordillera. The Aerolíneas Argentinas runs daily air services to Bariloche.

Full details and prices of excursions are on page 158.

From Bariloche on the lake shore a route can be followed through the lakes to Puerto Montt (Chile) and so to Santiago. The route is described under "Chilean Lakes," in the Chile section.

A 300-ton steamer, the "Modesta Victoria," carries passengers and mails among the lakes, and there are private sailing and motor boats. The scenery is reminiscent at once of North Wales and the Scottish Highlands, and the season, December to mid March, shows it at its best.

From Bariloche short excursions can be undertaken by motor car to Llao Llao Peninsula and Lake Moreno (26 kilom.): to Lake Gutiérrez (17 kilom.): to Cerro Campanario, 1,000 ft. above Nahuel Huapi (20 kilom.): to Huemul Peninsula (50 kilom.): and to Traful (75 kilom.) up the valley of the Limay River.

RIVER JOURNEYS.

One way of visiting the north of Argentina is by river. There are bi-weekly departures of passenger-carrying steamers up the Paraná River to Corrientes (where transhipment can be made for Posadas, Misiones Territory), and Asunción (Paraguay), where a steamer can be taken to Corumbá (Brazil).

Two steamers a week ply on the Uruguay River as far as Concordia and Salto. The rivers are available also for shorter tours.

Steamers de luxe fitted with the refinements of ocean liners make

the journey daily to Montevideo. There is also a steamer daily to Colonia (Uruguay), and bus connections with Montevideo, Carmelo and Conchillas.

RIVER DISTANCES FROM BUENOS AIRES.

PARANA RIVER.				PARAGUAY RIVER.			
Rosario ..	..	..	419 kilom.	Formosa ..	..	1,448 kilom.	
Santa Fé ..	..	..	588 "	Asunción ..	..	1,630 "	
Corrientes ..	..	..	1,208 "	Concepción ..	..	1,940 "	
Posadas ..	..	..	1,583 "	Bahia Negra ..	..	2,490 "	
Iguazu ..	..	..	1,931 "	Corumbá ..	..	2,775 "	

THE IGUAZU FALLS.

The Falls and Cataracts of Iguazu have a first claim upon the attention of the sightseer. They are in the Misiones Territory, in the wild country abutting upon Paraguay and Brazil. They surpass in grandeur both Niagara and the Victoria Falls. Their reputation is due in part to their great size and partly to the beauty of the great number of cascades. Set in the midst of virgin forest where the trees are bright with orchids that hang like magic torches and serpentine creepers that festoon the branches, they present a spectacle of immense beauty.

The best season for a visit is from May to November. The journey is made by rail and river steamer or by steamer, and may be combined with visits to Asunción and other points in a round trip from Buenos Aires. There is also a twice-weekly air service, on Mondays and Thursdays. The return fare from Buenos Aires is \$910.

The Iguazu River is a tributary of the Paraná, from which the Falls are 19 kilometres. The word is Guarani for "Great Waters." The river rises in the hills of Curityba (Brazil) and receives the waters of some thirty affluents. Above the main falls the river opens out to a width of 4,000 metres, interspersed with wooded islets. Cataracts extend for two miles above the 200-ft. precipice over which the water pours on a frontage of approximately 2,500 metres. The height exceeds that of Niagara by some 30-40 ft., and the width by one-half, but many of the cataracts are broken midway by ledges of rock. The months of May and July, in which the river is normally in flood, are not the best for spectacular effect, although the rushing water in its surroundings of begonias, orchids, ferns, palms, bamboos, bushes, and creepers, haunted by magnificent butterflies, is always of a majestic beauty.

The several falls have distinctive names. Of those on the Argentine side the San Martín Falls are glorious; the Bossetti, the most turbulent and picturesque, is usually crowned by a rainbow; the Two Sisters are smaller. Mitré, the Three Musketeers, and the Devil's Throat, are best seen from an island, reached by canoe.

To see the falls on the Brazilian side it is necessary to cross from Puerto Aguirre to Foz do Iguazu, and traverse Brazilian territory. A paved highway is being built from the port to the falls. Puerto Aguirre has been renamed Puerto Eva Perón.

Waterproofs and sandals are needed for a close inspection.

By Rail from Buenos Aires:—The itinerary combines the Central Buenos Aires and the Urquiza systems. The journey is comfortable, economical, and picturesque. The trains have sleeping and restaurant cars, good meals and wines.

The train leaves Federico Lacroze Station (Central B. Aires Railway) westward passing Lynch, Gral. Sarmiento, Pilar and a series of small stations on the way to Zarate, port on one of the arms of the Paraná river. From there the railway carriages are ferried across the Paraná to Itaipu, a distance of 83 kilometres. The journey continues through the Gualaguaychu plains to the heart of the province of Entre Ríos, nearly parallel with the River Gualaguay, afterwards north east to Concordia on the Argentine bank of the River Uruguay. Thence the General Urquiza Railway runs close by the river through Monte Caseros, Paso de los Libres, Yapeyu, Santo Tome Apostoles to Posadas, so crossing the Province of Corrientes. Posadas is reached by this route in thirty-six hours.

Steamer is taken at Posadas to Puerto Iguazú and the intervening 12 miles to Iguazú is covered by motor car on a macadam road.

By Steamer from Buenos Aires two itineraries are offered to the tourist :—

Steamer up the Paraná to Corrientes and along the Upper Paraná to Posadas, thence to Puerto Iguazú. Fare \$700, inclusive return for Saturday and Tuesday boats. Time taken, 15 days. At Posadas, on the return journey, it is possible to take train to Asunción, visit San Bernardino, on Lake Ipacaray, and return by steamer to Buenos Aires.

The fare includes first class tickets and hotel accommodation.

Sailings are made regularly from Buenos Aires (South Basin) *via* the Paraná. Transhipment is made at Corrientes, whence steamers leave on Tuesday and Friday morning, arriving at Posadas, where there is a comfortable hotel, in the afternoon of the following day. Steamers depart from Posadas on Thursday and Sunday. These steamers disembark passengers at Puerto Iguazú. From Puerto Iguazú the transit is by motor car for the remaining 17 kilometres.

In Foz do Iguazú, on the Brazilian side, is the comfortable Hotel Casino Iguassú. In Puerto Iguazú, another good establishment is the Hotel Cataratas. Puerto Iguazú, the only small town within the boundaries of Iguazú Park, is splendidly situated at a height of 200 feet above the river. There is a magnificent view of the river from the town.

APPROXIMATE TIMES.

From Buenos Aires to Corrientes ..	..	3 days (River Paraná).
„ Corrientes to Posadas ..	..	36 hours.
„ Buenos Aires to Concordia ..	..	24 hours (River Uruguay).
„ Posadas to Puerto Eva Perón ..	..	36 hours.

The Falls can be reached by plane from Rio de Janeiro and São Paulo *via* Curitiba. The land journey from São Paulo is by railway to the Paraná River, then by river boat to the vicinity of the Sete Quedas (Guaira Falls), and finally by boat and rail to Foz do Iguassú, whence there is a paved highway to the Falls.

THE GUARANI RUINS.

Near Posadas are the ruins of the old Jesuit missions, from which the province of Misiones derived its name. Tourists cannot visit them all, but should not fail to visit the **Ruins of San Ignacio**, reached by motor in 2½ hours or by special launch in 5 hours from Posadas (50 kilometres). After five kilometres by horseback or coach, the remains of four squares, a cathedral, and a seminary are reached. There are other interesting ruins at Apostoles, three miles from Apostoles station on the line to Posadas, and at Santa Maria Mayor, thirty miles from the same station. All these ruins are set in luxuriant tropical vegetation.

To visit the **Ruins of Santa Maria**, return to Posadas and re-embark for San Javier on the Upper Paraná, near which is the chapel of “Cerro the Monk” and a curative spring.

THE TRANSANDINE JOURNEY.

We leave the San Martín Railway terminus at 11.00 o'clock in the morning. The long train is specially built for warmth in winter and coolness in summer ; with heating in the day-coaches and dormitories during the winter, and ample, wide windows for the hot months. The two- and four-berth compartments give the traveller a complete sense of privacy, and the dining car service is good.

The monotony of the plains is broken by clusters of trees surrounding the farm buildings of estancias. Cattle-raising and wheat-growing are seen everywhere. Drovers of cattle driven by swarthy gauchos, brightly-coloured birds rising from little lakes, and probably a driving rain of locusts, looking like a snow-storm in the sunshine, meet the eye.

The night is spent in a comfortable berth, and early next morning Mendoza is neared, bringing into sight what looks like a long line of crumpled cones of aluminium rising from the plain. These are the foothills of the Andes ; a barrier through which a tunnel has been bored, ten thousand feet above the level of the sea, thus completing South America's first transcontinental railway, 888 miles long.

Breakfast is served at **Mendoza**, but the through passenger has no time to see more of the place than can be viewed from the railway, although the town and neighbourhood repay a visit. The country for miles around is a huge vineyard, 2,470 feet above the sea.

Passengers for Chile take to the narrow gauge line which runs into the mountains and through Cumbre tunnel to Los Andes. Pullman cars are attached to the train on this section. The route is along the green fruitful valley of the Mendoza river to the foot of the Andes, 12 miles away. Here the limit of irrigation is marked by scrub and stunted trees on the lower slopes.

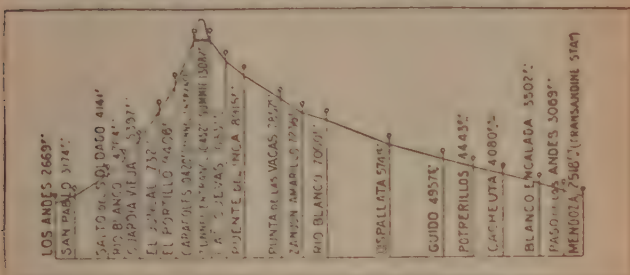
The engine begins to labour up the gradients. A curve reveals the crevice out of which the Mendoza debouches on to the plain. Past Cacheuta, with its mineral baths, the line curves right and left, following the river, crossing lattice work bridges and rushing through short tunnels. This is the old mountain trail the Spaniards named the "Camino de los Andes."

Well into the heart of the mountains, the Mendoza is still close. The mounting train draws past a number of typical Transandine railway stations. Beyond Uspallata is a vast, open, undulating plain, wild and bare, with dried bushes and cactus as the only vegetation. Surrounding the plain on all sides stand the grey, gaunt, barren mountains. On the far side of this plain the valley narrows till Rio Blanco is reached, and there the mountain torrents rush and froth into the river.

Soon we look up the Tupungato Valley at the majestic cone which gives its name to the place. Tupungato is one of the giants of the Andes, rising 22,136 feet above sea level. An equally majestic mass of pinnacled rocks known as Los Penitentes is passed. In the clear air it is difficult to realise that they are forty miles away. The climber to their base (an easy task with a guide) is given a remarkable sight. The higher rocks look very like a cathedral, and the smaller, sharper rocks below give the impression of a number of cowed monks climbing upwards.

On the other side of the valley we get a view of Aconcagua, the Monarch of the Andes, spotlessly white and sharply silhouetted against an azure sky.

In quite a short time we are at one of Argentina's most romantic spots, Puente del Inca. There is a good hotel here run by the San Martín Railway. The Puente or bridge is one of the natural marvels of South America. It towers over the River Cuevas at a height of 65 feet, has a span of 70 feet, and is 90 feet wide.



THE CLIMB AND THE DESCENT. WAYSIDE STATIONS AND THEIR ALTITUDES.

Puente del Inca, 8,915 feet above the sea, is the best point for excursions in the Andine valleys, or for the ascent of Aconcagua (22,850 feet), the loftiest mountain in the Western Hemisphere. Here also the journey may be broken by visitors to the noble "Christus" statue surmounting La Cumbre Pass upon the frontier. The pedestal carries inscriptions:—

"Antes se reducirán a polvo estas montañas, que los pueblos de la Argentina y Chile rompan la paz que a los pies de Cristo Redentor aman mantener."
 ("Sooner shall these mountains crumble into dust than the peoples of Argentina and Chile break the peace which at the feet of Christ the Redeemer they have sworn to maintain.")

As set forth upon a separate inscription, the statue was erected by the organized workers of the Argentine Republic for settled peace between the Argentine and Chilean peoples.

Leaving Puente del Inca, the train climbs the Paramillo de los Horcones, passing over the high-level bridge that spans the Horcones River. The Paramillo is the moraine of an ancient glacier, on the flanks of Aconcagua. After a comparatively level stretch of valley, the train climbs by rack rail through the narrow gorge of the "Paramillo de las Cuevas," which before the boring of the tunnel through the Cumbre was the terminus of the Argentine Transandine Railway. The tunnel is 90 yards short of two miles long, and its length is 27 yards short of its height above sea-level. It has now been opened to motor traffic as well.

From the tunnel on the Chilean side at Caracoles, the descent, at first winding and of a slight gradient, suddenly becomes very steep. Between Caracoles and Portillo lies perhaps the grandest rock scenery in the world. No word-picture gives any conception of the prodigious grandeur of the snow-clad, towering, sharp-pointed

peaks, standing in relief against the blue of the sky, nor do photographs give more than a poor impression of them. At intervals on the downward course are passed small, squat refuge-huts. The River Aconcagua is now at hand. Bare rock gives place to verdure, increasing as we descend. Golden-yellow blossom blazes out. Flowers of many hues mingle with the cactus. The mountain barrier causes the clouds from the Pacific Ocean to discharge upon this side, the reason for the greenness of the Pacific slope and the absence of rainfall on the other side of the mountains. At **Portillo**, a Chilean centre for ski-ing and winter sports, is the Gran Hotel Portillo (modern).

Santa Rosa de los Andes, commonly called Los Andes—the terminus of the Chilean Transandine Railway—is beautifully situated, and its roads are lined with poplar trees. The line traverses the Salto by short tunnels and follows the south bank of the river. The valley widens out and cultivation extends rapidly until, at Los Andes, we reach the head of a wide and cultivated valley extending to the sea. After dinner a change is made to the broad-gauge Chilean State Railway for Santiago and Valparaiso, a run of 2 hours 43 minutes. The junction for both places is Las Vegas. Special through coaches, however, are attached for the international passengers, so avoiding any change at the junction.

Presently, the end of the journey is in sight. On the right is deep blue water—the first glimpse of the Southern Pacific; then comes Viña del Mar—the Brighton of Chile—and Valparaiso.

N.B.—Passengers by the International trains to Chile are required to submit their baggage to Customs examination at Retiro Station, Buenos Aires, the starting point of the journey. A form of Customs declaration, obtainable at the ticket offices, has also to be executed for the use of the Customs officials at Los Andes. Passports for Chile and medical certificates are necessary.

Train Services: Trains leave Buenos Aires on Thursdays and Sundays at 10.20 arriving at Mendoza at 5.55 on Fridays and Mondays, leaving at 07.00 for Las Cuevas where it arrives at 15.35 (Argentine time). Leaves Las Cuevas 15.20 (Chilean time) for Los Andes arriving at 19.10. Leaves Los Andes at 20.40 for Llay-Llay and arriving at 21.48. Leaves Llay-Llay at 22.02 and the Santiago portion arrives at 23.50, and the Valparaiso section at Vina del Mar at 23.38, at Valparaiso 23.55. A slow train is run on Tuesdays from Buenos Aires at 07.30 a.m. and arrives at Santiago and Valparaiso at the same time as the trains running on Thursdays and Sundays.

It should be noted that Argentine time is one hour ahead of Chilean time.

THE SALTA-ANTOFAGASTA RAILWAY

On February 20th, 1948, a new railway line between the Argentine City of Salta and the north Chilean port of Antofagasta was opened. It is 559 miles long (355 miles in Argentina), and reaches an altitude of 14,680 feet as it passes over the Chorrillos pass.

The Argentine country traversed by the new line is a barren, rocky plateau three to five thousand metres above sea level, and inhabited by Coya Indians whose racial character and economy bears a far closer resemblance to their cousins in Bolivia than to the Salteno lowlander. For them the railway spells civilization.

The Mendoza-Santiago Transandine links the wealthiest and most densely populated areas of the two countries and unites the two

capital cities, but the new line's potentials are all in the future. Antofagasta is now within some hours' contact with Argentina, instead of having 4,000 miles of ocean between. Nitrates and copper can be taken into North Argentina, and Argentina, in turn, is able to supply Northern Chile with badly needed foodstuffs like meat, grain, and fruits. This easy access to Antofagasta will also open a fresh route for Argentine trade with Peru, Ecuador, and Colombia, and provide a new railway route for shipments to Bolivia.

FARMING LANDS AND FARMING LIFE

It may be interesting to obtain a general idea of the appearance and nature of an Argentine camp. "Camp," in universal use, means the estancia, or ranch; and in general it means the pastoral regions as distinct from the farms or "colonias." A fair idea of the country and its ways is obtained from the train, as it usually runs through the pasture land. The land is astonishingly level and monotonous to one not keenly interested in farming. The fields are fenced into very large potreros, or pastures, of, say, from 100 to 5,000 acres each. Cattle, sheep, and horses usually graze in the same pastures.

The fences are wire and well built at great cost, for all wood has to be brought from the northern forests. The posts are mostly of quebracho, as hard and heavy as stone and as durable. The wires pass through the posts and are kept perfectly taut. The wires are run through the upright sticks or stays that space them the proper distance apart, since the posts are very far one from the other. There may be one barbed wire, no more. The gates are wide and strong, and seldom drag on the ground.

Alighting from the train, one sees a village of houses in Spanish style, usually with unpaved streets. Driving out of the village one finds, if it has been wet, heavy roads, unimproved by man; if dry, there are clouds of dust. The roads are wide and commonly treeless, though now and then there are estancias where trees have been planted with care. The chinaberry tree is the favourite, since it is not devoured by locusts. Next comes the *Eucalyptus globulus*.

It is astonishing to drive mile after mile and see no brook or river, and to learn that one can drive a hundred miles in some parts without meeting one permanent watercourse. Nor will there be ponds or pools, save in times of unusual rain, when shallow pools will be seen. Windmill pumps stand in the fields, and from them radiate long lines of galvanized iron troughs for the sheep and cattle.

There may be few buildings on the estancia aside from the rather large dwelling of the manager, an office for the bookkeeper, a coach-house and harness-house, and a shearing shed. There may be sheds for sheltering and feeding rams and choice ewes, but these are few. There are modest houses for the peons, or labourers, and in each large pasture there is commonly a hut or small house for the peons whose work is to look after the fences and animals in that pasture.

Agriculture in Argentina, as elsewhere, is subject to natural drawbacks. Late frosts in certain districts cause serious damage

to young crops. At intervals there are droughts which parch the growing crops and kill some of the cattle.

The northern part of the country is pestered by locust swarms, which devour everything green in their path. The locust is most destructive in the jumping stage of its life. At about 45 days old it changes from the jumping to the flying stage. Its full term of life is about seven months, when it settles on the ground, and bores a hole to insert its body and lay its eggs. The jumping locusts as well as the nests are destroyed by burning.

Actually, it is quite a scene to see the jumping locusts being driven along a sort of encased road which has been specially prepared with zinc sheeting about a foot and a half high, towards trenches where the locusts are burned. Sometimes the area covered by the insects is enormous and it is really impressive to see them advancing.

CHARACTERISTICS OF THE COUNTRY.

The best types of soils are found in the province of Buenos Aires, and the most regular rainfall. The area of the province is about half that of France, nearly all of it fertile soil. It is mostly alluvial, and was doubtless laid by the great rivers before the land was lifted above the sea. It is singularly free from watercourses. In many parts of the province one could drive a plough for ten or twenty miles without encountering either tree, stone, marsh, or watercourse. The rainfall is so nicely proportioned to the capacity of the soil that there is little to run off. There is not enough rain fully to saturate the earth, and drought is the bugbear, as it is of other parts of Argentina. Alfalfa is a success everywhere, but it thrives best in the west, where the subsoil is sandy, and South of Cordoba and Santa Fé.

Entre Rio has very rich soil. Undulating rather than flat, it is thinly covered with rather small trees. It is a good sheep country, a land where perennial grasses are not much seen and those hard and coarse. The nutritious grasses are mostly annuals, and annual clovers abound.

Corrientes, north of Entre Rios, has a hotter climate and a low surface, with much marsh land and subtropical forests and palms. Unimproved native cattle are raised in the North in herds of 500 to 15,000 head and are slaughtered to make salt beef. In the South, upon finer pasture, improved breeds of cattle exist in large herds, and are sent to other districts for fattening. The Merino and crossed Romney sheep upon these pastures produce some of the best wool.

Beyond the river Paraná lies the Chaco, an immense region of timber and open glades, with some agriculture, but little live-stock. It grows good cotton, oranges, and tropical products. Southward, from Santa Fé, are areas of maize lands.

SMALL FARMING.

Lands are constantly being subdivided into farms or "chacras" and sold to farmers or the so-called chacareros. These farms are devoted mainly to potatoes, wheat, oats, flaxseed, or to peaches and other fruits near the cities. Estancieros often lease lands to the chacareros, usually for wheat growing. This withdraws the

land from stock growing for from three to five years, when it is sown to alfalfa and returned to stock again, while the colonist moves on to develop another piece of land from the wild camp to wheat, and later, to alfalfa.

ARGENTINE PATAGONIA.

To the south of Buenos Aires province and the Rio Negro is the vast region known to English people as Patagonia, but to the Argentines as the Gobernaciones (Territories) of Rio Negro, Chubut and Santa Cruz. The name arises from the nickname "Patagones" or big feet, applied by early Spanish explorers to the clumsily shod aborigines of the extreme south.

The immense territory of Rio Negro is not heavily stocked with sheep, but there are estancias along the rivers and in the west along the mountains. Irrigation will transform this region.

Farther south comes Chubut, of which the west is mountainous and the east practically a desert, covered thinly with shrubs, with a small amount of nutritious grass under and between the shrubs. It is almost too poor to pay to fence and stock, yet this is being done on a considerable scale. The wools of Chubut, while very good, are often heavy with sand, owing to the nature of the soil and the furious winds of the Patagonian region.

South of Chubut and north of the Magellan Territory (Chile) is the Argentine territory of Santa Cruz. This vast region is not yet fully stocked with sheep. Its south and west are well grassed, its north and east are semi-desert, yet this region is capable of carrying about 1,200 sheep to the league of about 6,250 acres.

The island of Tierra del Fuego, one-half of which is Chilean, has a rich, black soil, often inclined to be peaty, with a usually abundant rainfall and not enough snow to do harm. It is covered with good, close-set, nutritious forage plants, white clover, redtop, and many similar grasses. The sheep are Romney, Lincoln, Corriedales (New Zealand), a cross between Lincoln and Merino. Very good but rather coarse wools come from the region along the Straits of Magellan. Wild dogs and a few foxes are the sole enemies. Owing to violent winds and cold summers there is little or no agriculture.

The frigorifico plants in Argentine Patagonia are : Armour de la Plata, at Santa Cruz ; Corp. Argentina de Productores de Carne, at Puerto Deseado and Rio Grande (Tierra del Fuego) ; Swift de la Plata, at Rio Gallegos and San Julian.

According to the 1945 figures there were 5,500,000 head of sheep in Chubut, 8,500,000 in Santa Cruz, 850,000 in Argentine Tierra del Fuego, 1,000,000 in Neuquén, and 2,710,000 in Rio Negro. Output of wool averages 50,400 tons per annum.

Information for Passengers.

The summer heat (although not really tropical) is considerably above that of Northern Europe, but in the City of Buenos Aires European dress is rigorously adopted and one can only contrive to wear as light underclothing as is procurable. The lightest possible pure-wool underclothing is to be recommended, but many people wear the cheaper "Egyptian" cotton garments, which are quite comfortable and procurable in Buenos Aires at reasonable prices. It is not really necessary to

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Representatives in Brazil: Houlder Brothers & Co. (Brazil), Ltd., Rio de Janeiro and Santos.

Representatives in Antwerp: Furness Shipping and Agency Co., S.A.

incur any considerable expense in the way of outfit, but it would be advisable to obtain as many suits as is convenient. But even these can be procured in Buenos Aires at not more than about £15 2s. Suits, for summer wear, should, of course, be as light as possible, but whites are *not* worn, though Palm Beach types are very popular. In offices, alpaca coats are worn to a large extent during business hours.

Evening dress is as in Europe—whites for the younger people—but the dinner-jacket or "smoking" is in more general use. For the winter, warm clothing would be required and a good heavy overcoat and also a waterproof. Thick woollens—expensive in Buenos Aires—should be taken out, but it is not everyone who finds the heaviest necessary. Although not quite as cold as our regions, it is almost as cold from May to August, when it is usually damp, windy, or frosty. The weather is sometimes changeable in September and October, when cold spells and frosts are not unusual.

For the voyage out, if travelling second class, there is no rigorous etiquette, and ordinary sporting clothes, such as can be used later at the Sports Club in Buenos Aires, would do for deck wear.

Suitable boarding house accommodation can be had in Buenos Aires at between 400/500 pesos per month, either in boarding houses proper or with English or other European families. All large foreign colonies have their sporting and social clubs.

It is advisable to restrict luggage to a minimum, especially if the visitor is continuing his tour to other parts of South America. Luggage should be insured owing to the risk involved in transference at some ports.

A passport is essential for entering Argentina. It should be examined by the Passport Office, 2, Queen Anne's Gate Buildings, London, S.W.1, where it will be renewed and endorsed if necessary and an exit permit from the U.K. granted. It should then be presented to the Argentine Consulate General, River Plate House, 12, South Place, E.C.2, or to one of the Vice-Consulates in the Provinces for a visa. A medical certificate of vaccination within the previous twelve months is absolutely essential for persons other than tourists, and should be kept with the passport for presentation at Buenos Aires. Should the visitor intend visiting other Republics he should obtain all the necessary visas before leaving London. A great deal of time and trouble will thus be saved. Travellers passing through Argentina to other countries should obtain transit visas and should leave the country within the 30 days allowed if they wish to recover the Argentine Consular dues deposited.

Tourists who are citizens of an American country need passports, but no visas. They may stay for three months, but the immigration authorities may extend this period.

There are excellent fast steamship services between Great Britain and the River Plate, operated by Royal Mail Lines, Ltd. For particulars apply to Royal Mail Lines, Ltd., Royal Mail House, Leadenhall Street, London, E.C.3, or to any of the agents listed on pages vi and vii.

The cargo boats of Houlder Brothers & Co., Ltd., also carry up to twelve passengers. Inquiries should be made at 53, Leadenhall Street, E.C.3.

The normal time for the voyage is 16 to 21 days. Passages, luggage facilities, and passport regulations can be arranged through any of the well-known travel agencies. An Argentine Government embarkation tax of 10 per cent. is levied on all fares of the first, second or intermediate classes. In the case of return tickets where the stay in the country is more than 60 days the tax is levied on the single gross value of the fare in force to the point of destination. Passengers in transit or tourists whose stay in the country does not exceed 60 days are exempt. This also applies to return tickets bought abroad, the tax being collected in Argentina by the shipping companies from the passenger direct.

Before leaving England a suitable supply of Argentine currency might be obtained. Traveller's cheques can, however, be cashed at all the local banks and a small supply of paper currency can usually be obtained on board. The Bank of London and South America maintains branches at Buenos Aires and sub-offices at all important provincial towns. It might be convenient to arrange a drawing account, or take out a letter of credit at the London offices of this bank. The circulating currency is the paper peso and exchange rates are quoted in this currency.

On arrival at Buenos Aires the usual medical and passport inspection takes place before disembarkation. Transatlantic vessels usually berth alongside a customs shed. Arrangements for transport of luggage can be made with representatives of one of the carrying agencies who meet the ships on arrival or sometimes board the ship the previous night at Montevideo. Reliable firms for this work are Expreso Villalonga and Expreso Furlong. Arrangements can be made for luggage to be cleared through the Customs and taken direct to the hotel. The charges for these services vary, according to size of package and distance to be carried.

Passengers arriving from abroad and disembarking on the North Basin are now required, before leaving the ship, to fill in a printed form in duplicate giving precise

details of their luggage. Clothing, articles of domestic use, personal jewellery, and specific quantities of "smokes," may be admitted free. Passengers' personal clothing and effects must have been used, all new articles being liable to the payment of duty. The details are set out in "Baggage Regulations for Argentine Republic," a leaflet published by Royal Mail Lines, Ltd.

The introduction of merchandise in packages declared as baggage is prohibited. Merchandise which it is proposed to re-ship, such as samples, motor cars, aeroplanes, scientific instruments, etc., may be admitted for a maximum period of six months on provision of a suitable guarantee for the custom duties applicable in each case. In such cases, the passenger is required, apart from such declaration as he makes on board, to lodge a petition with the customs authorities on stamped paper to the value of \$2 paper to the effect that he intends to re-ship such merchandise within a period of 180 days.

Guidance for Commercial Travellers.

The business district of Buenos Aires is comparatively limited, and as a general rule business houses specialising in particular trades are congregated in restricted areas. Conveyances in the city are good, but owing to the narrowness of the streets, serious congestion occurs during business hours.

Trams, buses and underground railways maintain good services, while taxis are modern, plentiful, and comparatively inexpensive. The flat rate for public conveyances is 10 cents for short distances; taxi fares are 80 cents for the first 500 metres, and 10 cents for every 120 metres thereafter. Travelling expenses while in Buenos Aires need not, therefore, be excessive.

Business hours of commercial offices are normally from 9 a.m. to noon and from 2 p.m. to 6 p.m. The five-day week is becoming general. Government business is usually transacted in the afternoon, and it is inadvisable to visit Government offices before midday, although during the summer months Government offices are open during the morning only, say from 8 a.m. to 1 p.m. Banking hours are from noon to 3.30 p.m. each day from Monday to Friday (closed on Saturdays). The Commercial department of the British Embassy is open to the public from 10 a.m. to noon and from 2 p.m. to 4 p.m., and can be telephoned between 9 a.m. and 5 p.m.

Argentina speaks Spanish, with variations of pronunciation and vocabulary compared with pure Castilian. A knowledge of Spanish is of great advantage but in its absence, French or Italian will be of value. English is spoken to a considerable extent in Argentina, but to a lesser degree amongst the commercial class. Of late, English-teaching Institutes have interested the Argentines in learning the language. All the same, a business visitor who does not possess at least a slight acquaintance with the Spanish language is labouring under a severe handicap. Interpreters can be obtained locally, their charges averaging \$40 pesos per day. This expedient, however, is unsatisfactory, particularly when technical matters are being discussed. It should be noted that in Argentina technical terms are frequently of local invention and peculiar usage.

Commercial travellers doing business in the City of Buenos Aires are exempt from payment of a licence fee, with the exception of those dealing in jewellery and alcohol. Local regulations governing licence fees are in force in the various provinces, and a separate enquiry must therefore be made of the authorities of each province

where it is intended to do business.

A commercial visitor to the Argentine should be well supplied with samples (where the goods are suitable), and particularly with prices and discounts. He should also be prepared to answer questions regarding packing, shipping, freight rates, etc. If it is intended that he should sign contracts, book orders or enter into similar transactions, he should be provided with a Power of Attorney. The Power, to be valid, must be drawn up in Spanish and legalized by an Argentine Consular officer. This document is particularly necessary if an agent is to be appointed. On finding a suitable representative a contract should be drawn up on stamped paper, preferably with the assistance of a local lawyer.

Samples and similar goods should be carried in separate packages and must be declared on board previous to the vessel's arrival in port. The necessary forms for these formalities may be obtained from the ship's purser. Where large quantities of merchandise are concerned it is advisable to arrange for clearance through a customs house agent (known as a "despachante") who specialises in this work. Clearance usually takes six or seven days. Passengers proceeding to Chile, Uruguay, Bolivia, Brazil and Paraguay may arrange for their baggage to be forwarded through Argentina in bond, i.e., *en transito*.

On leaving Argentina for other destinations in South America, care should be taken that passports are in order. If all the necessary visas have not been obtained in London they must be applied for locally at the respective consulates. Visas for Brazil are usually valid for one visit only. If a return trip is made, therefore, an additional visa is necessary. Transit to Chile is by train over the San Martín, Transandine and Chilean State Railway systems (see "Transandine Journey"); or *via* Bariloche (Lake District); and also by air direct to Santiago de Chile across the Andes.

Montevideo (Uruguay) is reached by river steamer from Buenos Aires at 10 o'clock every night, arriving in time for breakfast, or by daily air services. Passengers proceeding to Uruguay must have valid passports and obtain the necessary Uruguayan Consular visa. Foreigners (not Tourists in Argentina) leaving Argentina and wishing to return to the country from Uruguay, must have an Argentine Cedula de Identidad over two years old, and an Argentine Police Good Conduct certificate. They must present their passports to the Argentine Consulate in Uruguay so that a visa may be granted, or, if already in possession of one, revalidated.

Passengers for Santos or Rio de Janeiro (or en route to São Paulo) can travel by any of the transatlantic steamers, by air, or by rail.

Transit to Bolivia is made by railway (State railway) or by air.

The journey to Paraguay can be made by railway *via* Posadas and Villa Encarnacion, by boat or by air.

The probable cost of a short visit to the Argentine depends on the type of hotel accommodation, entertainment, amusements, etc., involved, but £250 would be a reasonable sum to cover the ordinary expenditure of a month's visit to Buenos Aires.

AN ARGENTINE CALENDAR.

1515. Río de la Plata entered by Juan Díaz de Solís.
 1520. Mouth of the Río de la Plata explored by Magellan.
 1526. First settlement founded by Sebastian Cabot.
 1536. First city of Buenos Aires founded by Pedro de Mendoza.
 1573. City of Santa Fé founded by Juan de Garay.
 1580. Buenos Aires founded for the second time by Juan de Garay.
 1610. First arrival of Jesuit missionaries.
 1618. Province of Río de la Plata officially instituted with separate Governor.
 1726. War between Brazil and Buenos Aires.
 1735. Jesuits expelled from Río de la Plata.
 1776. Establishment of the Vice-Royalty of Buenos Aires.
 1801. Foundation of the first River Plate newspaper.
 1806. First British expedition to the River Plate, commanded by General Beresford.
 1807. General Whitelock's expedition against Buenos Aires results in failure.
 1810. Independence declared on May 25. First merino sheep imported.
 1812. San Martín lands in the Río de la Plata. General Belgrano gains a victory over the Spaniards near Tucumán.
 1814. Argentina divided into seven provinces.
 1816. Formal Declaration of Independence made at Tucumán, 9th July.
 1817. San Martín leads the army of liberation across the Andes to Chile.
 1824. Arrival of first steamship.
 1825. Federated Constitution decreed. First Southdown sheep imported.
 1825. Recognition of Argentine Independence by George Canning.
 1826. Rivadavia named first President of Argentina.
 1829. Juan Manuel de Rosas created Dictator of the Republic.
 1838. Buenos Aires blockaded by the French Fleet.
 1840. First Lincoln sheep imported.
 1842. Spanish recognition of Independence of Argentina.
 1845. Combined British and French squadrons ascend the River Plate. Blockade of Buenos Aires by these forces until 1847.
 1848. First Shorthorn bull imported.
 1849. Rosas declares war on Brazil.
 1850. Royal Mail Steam Packet Co. began its mail service.
 1851. Rosas defeated.
 1853. Federal Constitution drawn up. Urquiza elected President.
 1857. Construction of Western Railway begun.
 1861. The Mendoza earthquake. Bartolomé Mitre elected President.
 1865. War with Paraguay. Establishment of the Welsh colony at Chubut.
 1877. First experimental cargo of frozen meat.
 1878-9. General Julio Roca finally subdues Indian tribes.
 1882. First frigorífico constructed.
 1885. Stock Exchange founded.
 1897. First motor-car introduced.
 1912. British Society founded at Buenos Aires.
 1913. British Chamber of Commerce formed.
 1936. Fourth centenary of Buenos Aires. Visit of President Roosevelt.
 1947. British Railways in Argentina bought.
 1950. Declared Año Sanmartiniano in honour of the Liberator.

ARGENTINE EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Ambassador Extraordinary	Sr. Carlos Alberto Hogan.
(9, Wilton Crescent, S.W.1)	and Plenipotentiary	
	Counsellor	Carlos A. Leguizamón.
	Counsellor	Gervasio Videla Dorna.
	Counsellor	
	Counsellor (Economic) ..	Anselmo Viacava.
	Naval Attaché	Capt. D. Marió Sosa del Valle.
	First Secretary	D. Osvaldo A. Pombó.
	Second Secretary	Enrique Quintana.
	Third Secretary	Angel Primeró Bottegoni.
	Attaché (Comm.)	Domingo Derisi.
	Attaché	Fernandó Rada.
	Attaché	Juan Gatto.
	Attaché	Pascual Russo.

Argentine Representatives—continued.

London	Consul-General	Adolfo Bollini.
53, Hans Place S.W.1	Consul	Leonidas Sagasta.
	Consul	P. Perez Quesada.
Southampton	Consul	Jose L. Olivier.
Glasgow	Vice-Consul	Jose H. Lavabe.
Liverpool	Vice-Consul	Juan B. Guilhauman.

BRITISH EMBASSY AND CONSULATES IN ARGENTINA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.
Buenos Aires	Ambassador Extraordinary and Plenipotentiary	Sir Henry Bradshaw Mack, K.C.M.G.
	Counsellor	R. H. S. Allen.
	First Secy. H. of Chancery	J. P. E. C. Henniker-Major, M.C.
	3rd Secy.	M. Brown.
	Minister (Comm.)	
	Counsellor (Comm.)	K. Unwin, O.B.E.
	2nd Secy. (Comm.)	E. E. Young.
	2nd Secy. (Comm.)	F. B. Hutchinson.
	1st Secy. (Labour)	W. M. Wylie.
	Agricultural Attaché	A. G. Mill.
	First Secretary (Information)	A. A. W. Landymore.
	Second Secretary Information	A. W. D. Eves.
	Naval Attaché	Captain R. E. Terry, C.B.E., R.N.
	Military Attaché	Brigadier R. G. Fullerton.
	Air Attaché	Air-Commodore W. E. Oulton, D.S.O., D.F.C.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICTS.
Buenos Aires	Consul-General	J. F. R. Vaughan-Russell, C.B.E.	
	Consul		
	Vice-Consul	S. H. G. Head	
	Vice-Consul	B. Kelly	
	Pro-Consul	A. G. A. Spiller	
San Julian	Vice-Consul	J. Scott	
Santa Cruz	Vice-Consul		
Bahia Blanca	(L) Vice-Consul (Act.)	A. F. Bideleux	Argentine Republic with the exception of the provinces and territories below.
Gallegos	(L) Vice-Consul (Act.)	G. T. Rae	
La Plata	Vice-Consul	W. W. Puleston, M.B.E.	
	Pro-Consul	O. Johnson	
Mendoza	(L) Vice-Consul	R. I. Walker	
Trelew	(L) Vice-Consul (Act.)	E. T. Edmunds	
Comodoro Rivadavia	Vice-Consul	W. Charles	
Mar del Plata	Vice-Consul (Act.)	G. A. Flint	
Puerto Deseado	Vice-Consul	H. Bateman	
Rio Grande	Vice-Consul	G. P. Bridges	
Concordia	Vice-Consul (Act.)	J. A. Tait	
Rosario	(L) Consul	E. N. Dempster, M.B.E.	Provinces of Santa Fé, Córdoba, Santiago del Estero, Tucumán, La Rioja, Catamarca, Salta, Jujuy and Chaco with the territory of Formosa.
Santa Fé	Vice-Consul	L. J. Hibbert	
	Vice-Consul	J. N. Macintosh	



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BOLIVIA

BOLIVIA is twice the size of Spain ; its area of 419,470 square miles makes it the fifth largest country in South America. It has Chile and Peru to the west, Brazil encircles it on the north and east, and to the south are Paraguay and Argentina. Since it lost its nitrate lands and the port of Antofagasta to Chile during the War of the Pacific (1879-1883), it has been landlocked. Eighty per cent. of its people live at an altitude above 10,000 feet, in a third of the country's area, and with formidable physical barriers between them and the coast to the west.

The Andean range is at its widest—some 400 miles—in Bolivia. The Western Cordillera which separates Bolivia from Chile has high peaks of between 19,000 and 21,000 feet and a number of active



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volcanoes along its crest. The passes across it are above 13,000 feet. The great rainless belt which stretches southwards over the continent along the northern coasts of Peru and Chile runs diagonally across this Western Cordillera and southern Bolivia; the Western Cordillera is so dry that only one river, the Loa, finds its way westwards from it and across the Atacama Desert of northern Chile to the Pacific.

To the east of this range lies a lofty plateau, the bleak, frore, windswept **Altiplano**, much of it 13,000 feet above sea-level. It has a mean width of 85 miles and covers an area of 6,500 square miles. Its surface is by no means flat, for the Western Cordillera sends spurs into it which tend to partition it into basins. The northern part of the Altiplano is the more inhabited; its southern part is parched desert and almost unoccupied, save for a mining town here and there.

From this plateau rises, to the east, the sharp façade of the Eastern Cordillera. It is a most fortunate circumstance that there is a gently graded passageway along the plateau at the foot of the Eastern Cordillera from Lake Titicaca, in the north, to the Argentine frontier, in the south. From Viacha, near La Paz, a railway runs along this passageway southwards to Buenos Aires.

The giant masses of the northern parts of the Eastern Cordillera rise to very great heights to the east of Lake Titicaca: four peaks soar to above 21,000 feet. Their far sides fall away to the north-east, very sharply, towards the Amazon basin. These heavily forested north-eastern slopes, deeply indented with fertile valleys, are known as the **Yungas**.

But from a point just north of Cochabamba to the south the Eastern Cordillera is tilted, not to the north-east, but to the east. This part of the Eastern Cordillera rises abruptly, in sharp escarpments, from the Altiplano, and then flattens out to an easy slope eastwards to the plains: an area known as the **Puna**. The Puna is, however, itself the pediment of an occasional soaring range of peaks. The streams which flow across the Puna to join with the Amazon or the La Plata river systems cut increasingly deep incisions as they gather volume until, to the east, the Puna is eroded to little more than a high remnant between the river valleys. These valleys are fertile and densely inhabited.

The Altiplano: The Western Cordillera, which grows steadily more arid as it sweeps southwards, is almost uninhabited save for small high settlements on irrigated land in the valleys of the few tiny streams draining into **Lake Titicaca**. Around this lake, (an inland sea of 4,500 square miles, at an altitude of 12,500 feet), there is enough rain for crops; the immense depth of the water keeps the lake at an even all-the-year-round temperature of 51° Fahr., and modifies the extremes of winter and night temperatures on the surrounding land. There is therefore a large and prosperous farming population of Indians in this basin, tilling the fields and the hill terraces and tending their llamas. They grow barley and potatoes, just enough to live on, but have not so far helped much towards solving Bolivia's most pressing problem: food, though of late landowners have imported tractors and agricultural machinery to increase production.

A river, the Desaguadero, drains Lake Titicaca into the shallow **Lake Poopo**, 185 miles south-east in the Altiplano and 480 feet lower. As it reaches towards its destination the land grows more and more parched and the Indian settlements fewer and fewer. Lake Poopo is intensely salty and sometimes overflows into a salt flat, the Salar de Copasa, 50 miles to the south-west. Seventy miles to the south of this again is another great salt waste, the Salar de Uyuni. East of Lake Poopo there are a number of Indian settlements on the alluvial fans created by the small rivers which flow from the **Eastern Cordillera into the Altiplano**.

The main crops of the Altiplano are potatoes and barley. Sheep, llamas, vicuñas and alpacas are reared, but far more important than agriculture is mining. Just south of the railway from La Paz to Arica is Corocoro (4,500 inhabitants), which supplies most of Bolivia's copper, found here in its pure form and long used by the Indians. And 141 miles south of La Paz along the passageway at the base of the Eastern Cordillera is Oruro (48,000 inhabitants), where a low belt of hills supplies tin, copper, silver and wolfram. Oruro is important also as a rail centre: the main lines to Buenos Aires sends out two branches here, one to the tin mines of Uncía in the Eastern Cordillera, and one to Bolivia's most important food producing basin, that of Cochabamba on the far eastern slopes of the Puna.

The political capital, La Paz, lies in a natural basin 1,500 feet below the surrounding Altiplano.

Eastern Cordillera: the Puna: Agriculture is intensely practised in the valleys of the streams we have described as deeply incising the surface of the eastern sloping Puna: the tributaries of the Rio Grande flowing north-east to the basin of the Amazon, and the tributaries of the Pilcomayo flowing south-east to the River Plate system. In the flat lands ribboning along these streams, or in occasional more open basins, a variety of grain crops and fruits are grown. Typical instances are the basins in which Cochabamba, Sucre, and Tarija lie. (See under Towns). These send food and cattle, with some difficulty, to the towns of the Altiplano, but the valleys have often no way of doing so. The inhabitants of this area are mostly either mestizos or Europeans, but the basins and long ribbons of valley farmland are isolated, and transport to the areas where they might sell their produce is poor or non-existent. Isolation is bad enough for westernised man; when to this is added potential wealth which cannot be exploited, then the situation becomes galling in the extreme.

In the rich tropical valleys on the sharp north-eastern slopes of the Cordillera Real north of Cochabamba—the Yungas, drained by the Rio Beni and its tributaries—cacao, coffee, sugar and coca are grown. But the problem of transport is almost as desperate for the Yungas as it is for the remoter basins: the road to La Paz (hair-raising in places) climbs 14,200 feet in 50 miles to surmount a pass standing at over 15,000 feet.

Mining in the Eastern Cordillera: The Spaniards of Peru discovered the Cerro Rico in 1545. It is a mountain rising out of the Puna to a height of 15,680 feet, and is almost a solid mass of ore

containing tin, silver, bismuth and tungsten. The Spaniards, who were interested only in the silver, built the city of Potosí at its base, 13,600 feet above sea level. The city grew till it had a population of 150,000, but rapidly dwindled after silver had been found in Peru and Mexico, and remained almost a dead town till a demand for tin arose early this century. It is tin which interests its 45,000 inhabitants to-day.

Tin also accounts for the busy mining communities in the Cordillera to the east of Oruro. Patino's tin mines are at Uncía, to which there is a branch railway from Oruro; they produce nearly half the tin of Bolivia. Silver is still mined or extracted from the tailings left by past generations, and variable amounts of lead, bismuth, antimony, wolfram and zinc from pockets in the Cordillera are exported according to the prices which can be obtained in the international market. Because of the long and expensive haul to the nearest seaport at Arica, there is always a tendency for Bolivian metal production to fall off when prices are low, though the cost of transport is greatly offset by the cheapness of labour, which is almost entirely Indian. But this labour is inefficient, for the Indian's needs are few, and it is difficult to spur him to greater production by the compulsive incentives so effective elsewhere.

The Lowlands: To the north-east, in the Department of Beni, once a great rubber collecting land, there is a vast area of rainy forest and plain drained by the Madre de Dios, Beni and Mamoré into the Madeira, a tributary of the Amazon. This land is as difficult to get at from the east as from the west, for there are rapids and falls in the Madeira which limit navigation. In 1903 Brazil, as compensation for the rich Acre territory it had annexed, agreed to build a railway round the falls at Porto Velho, which steamers can reach, as far as the navigable waters of the Rio Beni at Riberalta, above the rapids. When the rubber boom collapsed in 1913, work on the line—the Madeira-Mamore—was discontinued, and it has never been completed. A small amount of panned gold comes from this sector, and an increasing amount of meat is now flown from the Beni to the consuming centres at La Paz, Oruro, and Cochabamba. (Refrigeration plants are being installed at both ends). But so far, only a small fraction of the area's potential wealth has been tapped.

Much the same could be said of the forests and plains beyond the Eastern Cordillera as they sweep south towards the Pilcomayo River, getting progressively less rain and merging into a comparatively dry southern land of scrub forest and arid savannah. One settlement there is, standing between mountain and plain: Santa Cruz de la Sierra, founded in the 16th century. (See under Towns). Here coffee and sugar are grown and cattle ranches.

These lowlands, in which the agricultural future of Bolivia lies, can only be developed if they are filled with immigrants. But where are they to come from? Highland Indians do not easily emigrate to the lowlands, and unless roads and railways are built, Europeans will not be attracted.

But petroleum has already been found at the foot of the Andes. It is being exploited at Sanandita, near the Argentine frontier, where the Pilcomayo debouches on to the plains, and at Camiri, to

the north of it. Perhaps this fresh wealth, as yet a mere trickle, will bring new life to this part of the plains.

Communications : We have seen how desperate the need is to integrate the food producing eastern zones with the bulk of the population living in the towns of the Altiplano or the westward facing slopes of the Eastern Cordillera, and how Bolivia has so far failed to effect this. The communications between the mining towns and the coast are much better. Under Spanish rule there were four great trails in use within the country : three of them led through passes in the Western Cordillera to the Pacific ; the fourth led from La Paz along the passage-way at the foot of the Eastern Cordillera southwards into Argentina : it was along this trail that the silver from Potosi was taken to Buenos Aires for shipment. Towards the end of the last century or the beginning of this, railways along the trails have replaced the llamas and mules which carried the minerals to the ports. The map makes clear where they are ; each is described under " Information for Visitors." By far the shortest is the one from La Paz to Arica, completed in 1913. Arica is now an international port, with a Bolivian custom house ; it ships the larger part of the exports.

Though these railways were a great stimulus to the mines, they have not made as much difference as might have been expected to the peoples of the Altiplano. They were extremely expensive to build, and running costs are so high that most goods, save minerals, are still carried by mule, or by llama. The Indians, as usual, have made their own arrangements and stick to what is traditional and cheapest. " In a sense, two commercial systems exist together in the same area, serving the two contrasted parts of the Bolivian population." (" Latin America," by Preston E. James).

The People of Bolivia : The total population, December 1950, was 3,019,031. Of these, 54.5 per cent. are pure Indian, 30.9 per cent. mestizo, and 14.6 per cent. of Spanish European descent. The racial composition of the various areas varies greatly : pure Indian around Lake Titicaca ; more than half Indian at La Paz ; 3 out of 4 either mestizo or European in the basins and valleys of the Eastern Cordillera, particularly at Cochabamba, Santa Cruz, and Tarija, the most European of all.

The mestizo, who has accepted European ways, is quick and intelligent. The Indians are mainly composed of two groups : those who in the north of the Altiplano speak the guttural Aymara, and those who, elsewhere, speak Quechua, the Inca tongue. The Altiplano Indians are somewhat taciturn and reserved. They have become adapted to the scarcity of oxygen by an amazing lung development ; they have 40 per cent. more red corpuscles in their blood than those who live at sea-level. They have conquered hunger by the simple expedient of numbing their stomachs with cocaine from the coca leaves they chew. They meet exploitation with a stoic indifference, as though certain that they will come into their own when this particular Bolivian culture collapses : as it will when the metals have been raped from the rocks.

" They are often good-looking, these women," says Sir Ronald Fraser, " with their white teeth and dark, remote eyes in brown faces. They go about in petticoats of bright, uncommon hues and they wear, apparently from birth, either an

undented homburg or a species of white top hat Most of them chew the coca leaf which makes you feel as if you had had something to eat and gives a measure of oblivion. On feast days they drink with considerable application and, though nominally Christian, wearing the most sensational and un-Christian masks, dance till they drop.

The Bolivians are remarkable for longevity, and a census showed 1,261 centenarians. There are a number of British and American engineers in the country.

HISTORY.

At the southern end of Lake Titicaca stands a monolithic gateway and some shattered terraces and roofless walls ; the detritus of a pre-Incaic civilization which the archaeologists are trying to piece together. The primitive Aymara-speaking Indians in this area seem to have been subjected, around A.D.600, to influences from the coast of Peru and to have emerged into a second phase of civilization characterized by massive stone buildings and monuments, exquisite textiles, pottery and metalwork. This phase seems to have been ended abruptly by some unexplained calamity around A.D. 900. When the Quechua-speaking Incas of Cuzco conquered the area around A.D. 1200, they found the Aymaras living amongst ruins they could no longer explain.

Bolivia, which was completely conquered by 1315, remained in Inca hands until the Spaniards came. Francisco Pizarro landed in Peru in 1532. Six years later they conquered Bolivia, and next year Sucre, still the official capital, was founded. By 1559 Bolivia had become the *audencia* of Charcas, in the Vice-Royalty of Peru. Bolivia had become extremely important for the Spaniards after the discovery of a silver mountain at Potosí in 1545.

The excellent Inca communications and economic organization soon fell to ruin. Revolutionary movements against the oppressive rule of the Spaniards began earlier in Bolivia than anywhere else. There were revolts by the mestizos at La Paz in 1661, and at Cochabamba in 1730 ; by Indians at Sucre, Cochabamba, Oruro and La Paz from 1776 to 1780, when they were defeated when besieging Sucre. La Paz was in their hands in 1780 for a few days. In 1809 the University of San Francisco Xavier, at Sucre, called for the liberty of all the Latin American colonies from Spain. Several attempts were made to liberate Bolivia in the next few years, but they failed. It was not until 1822, when Sucre, Bolívar's general, won the battle of Ayacucho with the help of a large British contingent that Bolivia was finally freed. On August 25, 1825, Bolívar named the new country after himself.

Sucre remained as dictator for ten years. In 1836 he marched upon Lima and declared himself ruler of a federation of the two republics of Bolivia and Peru. Chile and Argentina intervened ; there was a revolution in Bolivia, and in 1839 Sucre was overthrown and the federation dissolved.

In over a century of somewhat unsettled history since, Bolivia has suffered a grievous contraction of her territory. She had never very actively worked her nitrate fields in the Atacama desert. In the War of the Pacific (1879-1883) for the right to hold this wealthy desert, Bolivia in alliance with Peru, fought the Chileans. After a

year the Bolivians withdrew, but all the same, Chile took over the desert and the port of Antofagasta, though Chile compensated by building Bolivia the railway between Arica and La Paz. Railways against valuable territory has been Bolivia's fate. A railway for Bolivia was Argentina's return for annexing some of the Chaco. When Brazil annexed the rich Acre Territory in 1903, Bolivia was compensated by yet another railway, but the Madeira-Mamore has never reached its destination, Riberalta, and has proved of little use.

But there has not even been a railway to compensate Bolivia for her most severe loss. Constant disputes between Bolivia and Paraguay over the Chaco led to open warfare between 1928 and 1930, and again between 1933 and 1935. In 1938, by arbitration, Bolivia lost to Paraguay three-fourths of the Chaco, but obtained a doubtfully valuable outlet to the Río Paraguay. Bolivia's failure to occupy her empty spaces is the explanation for these losses.

GOVERNMENT.

The Constitution of 1938 vests executive power in the President, elected by popular vote for a term of four years ; he may not succeed himself. He nominates the Cabinet. The Congress of two chambers—Senate and Chamber of Deputies—meets at La Paz on August 6. Senators, three for each Department, are elected for 6 years, one-third retiring every two years. Deputies are elected for four years, one-half retiring every two years. There are nine departments, and one territory. Supreme political, administrative, and military authority in each Department is vested in a prefect.

Under the Constitution all male citizens over 21, officially registered, who can read and write and have a fixed income, may vote. (Out of nearly 4 million people only some 160,000 qualify). A Bolivian woman does not lose her nationality at marriage. Foreigners may be naturalised after a residence of three years. The State supports the Roman Catholic religion, but all beliefs are tolerated.

In May, 1951, a *coup d'Etat* deposed the President. A military junta, composed of senior officers, has held power since.

PRESIDENT.

General Hugo Ballivian.

Prime Minister	Gen. Antonio Selene.
Foreign Affairs	Col. Tomás Antonio Suárez.

There are nine other Ministries.

The two Capitals : Although Sucre is the legal capital, La Paz has come to be regarded as the actual capital. It is there the President and his official advisers live ; the national Congress meets there and it is the residence of the foreign diplomats accredited to the Bolivian Government. On the other hand, the Supreme Court still holds its sessions at Sucre.

TOWNS.

La Paz, the highest capital in the world, lies at an altitude of 12,400 feet in a natural basin or canyon ; it is sunk 1,500 feet below the level of the Altiplano in its north-eastern corner. It was on October 20, 1548, that the Spaniards chose this odd place for a city, mainly no doubt to avoid the chill winds of the plateau. The mean average temperature is 50° Fahr., but it varies greatly during each day, and the nights are cold. At first the visitor will probably feel some slight discomfort from the rarified air, which contains a small enough proportion of oxygen to permit the city to do without a Fire

Brigade. The population is about 321,000, half of it Indian.

The La Paz river, whose headwaters have cut across the Eastern Cordillera and now collect streams which once flowed into Lakes Titicaca and Poopo, runs through the city. The long streets which go in the same direction as the canyon are more or less level, but those which rise from them towards the heights are often steep; the Pacenos slither down them with long strides. The pure-bred Indians live in the higher terraces, the rest lower down, and below them is the business quarter, the Government offices, the restaurants and the university. The wealthier residential district is lower still: strung from Sopocachi to the bed of the valley at Obrages, six miles away and a thousand feet lower.

There is very little colonial building left; most of the building—and there are some semi-skyscrapers—is modern, with a mixture of corrugated iron and red tiles on the roofs. It has one beautiful church, San Francisco, and one handsome boulevard, the Prado.

Plaza Murillo, on the north-eastern side of the river, is the centre of the city's life; surrounding its formal gardens are the huge Cathedral (modern); the Presidential Palace, its walls still pock-marked with the bullets of the 1946 revolution; the Legislative Palace; and the Club La Paz. Some of the city's hotels are close by. Calle Comercio, running cross-wise past the Plaza, has most of the stores and shops. A few blocks away, on Calle Mercado, is the Central Market, a picturesque medley of Indian vendors and victuals; women in bright shawls and multiple polleras or skirts, presiding raucously over stalls, their black braids topped by hard brimmed brown bowler hats.

The Prado is in the part of the city across the river. The Avenida 16 de Julio (its proper name), runs from the Plaza Venezuela, with a statue of Bolívar, to the Plaza Roma, with a statue of Sucre, and a monolithic stone taken from the ruins of Tihuanaco. The National, or Tiahuanaco Museum, with its collection of antiquities, is near the Prado. Some distance beyond the Plaza Roma is a height called the Montículo de Sopocachi, with a fine view of the city and its surrounding mountains.

By following Calle Recreo from the Plaza Venezuela we come to the Church and Monastery of San Francisco, in Plaza San Francisco. They are worth seeing. In and around this square an Indian fair is held on Sundays. Particularly impressive is the Alacitas Fair, held from January 24 to the 29th, before Carnival.

"It is dedicated to Ekeko, an Indian household god. You can buy plaster images of him at many of the booths. He is a red nosed, cheerfully grinning little personage laden with an assortment of miniature cooking utensils, coins, balls of wool, tiny sacks of sugar, coffee, salt, rice and flour; a kind of Bolivian Santa Claus. Ekeko is said to bring prosperity and to grant wishes. If you buy a toy house, or a cow, or a sheep at the Alacitas, you will get a real one before the year is out. There are also model motor-cars and planes, for the extreme optimists." ("The Condor and the Cows.")

South-west from Plaza San Francisco runs Calle Sagarnaga, with rows of small shops which specialise in curios for visitors.

A little over an hour's drive by bus from La Paz is Mount Chacaltaya, an all-the-year-round skiing resort. The ski run starts at above 17,000 feet: the highest in the world. The golf club at Mallasilla shares the same distinction. The Club Hipico race track

is at Miraflores, in the eastern part of the city.

The train for La Paz stops at **El Alto**, a village on the western edge of the canyon, before descending into the city below. There is a magnificent view here of the snow-capped peaks of Illampu, Illimani, and Huayna-Potosi.

Hotels.	Addresses.	Cables.	Beds.	Per day, en pension.
Sucre Palace Hotel..	Av. 16 de Julio	Sucre Palace	300	Bs. 350
Gran Hotel Paris ..	Plaza Murillo	Granparis	180	Bs. 250

Reservations should be made by wire. There are several boarding houses. There is an Anglo-American Club (no beds), for English-speaking transient passengers. Call on the Secretary. Suppers at Victor, Corso, and Bomboniere restaurants, and dancing at the Boite Embassy of the Sucre Palace Hotel and at Boite Marrocco. The night-club "Gallo de Oro" is half way on the road to Obrajes.

Automobiles are hired at Bs. 150 an hour. Short trips in the city, Bs. 20. Taxis are numerous (Bs. 25 up to two passengers in city limits). There are motor-bus services in La Paz, and tramways, but the latter are rarely used by foreigners.

Club: Anglo-American (no sleeping accommodation).

Church: Protestant Community Church (inter-denominational), with services in English.

Addresses:—

British Embassy and Consulate, Av. 16 de Julio (Edif. "La Razon").

United States Embassy, Plaza Abaroa.

U.S. Consulate, Avenida General Camacho.

Travellers Aid Bureau, Calle Comercio.

Cables: West Coast of America Telegraph Co., Ltd. (British), Avenida Mariscal de Santa Cruz 281; All America Cables & Radio, Inc., Calle Socabaya 226.

Excursions from La Paz: The most usual is a visit to the southern end of Lake Titicaca; both road and rail run through Viacha and Tiahuanaco (where the ruins of the old city can be seen), on to **Guaqui**, 12 miles beyond Tiahuanaco and 61 from La Paz. Sailing boats can be hired here for a visit to the Islands of the Sun and Moon (Titicaca and Coati islands). The road soon crosses the Peruvian border and is continued along the western shores to **Puno**, the Peruvian lake port at the northern end. A side road turns right to reach **Copacabana**, a beautiful little town on the lake, which here narrows to a channel; the village of **Tiquina** faces it from the green hillside opposite. (Another road from La Paz goes to Tiquina, where there is a comfortable small hotel, and cars and passengers are ferried across in balsas to Copacabana). Some very ancient Indian festivals are held at Copacabana, whose church houses a famous Virgin of the Lake, credited with numerous miracles.

The road from La Paz to Tiquina goes on to **Sorata**. Illampu looms over the town, which is a resort for the people of La Paz.

North-east of La Paz a road runs to the **Yungas**; it is along this road that the produce comes to market. The road circles cloudwards to an elevation of more than 14,000 feet; the highest point is reached in an hour; all around stand titanic snowcapped peaks and snowfields glinting in the sun. Then the road snakes down precipitously into the luxuriant, green valley. It is very much warmer here. The best little town to stay at is **Coroico**, where there is a passable hotel.

Corocoro (13,100 ft.), the copper mining town, can be visited from La Paz by road or the Arica-La Paz railway and a short branch south. It is 69 miles from La Paz.

Along the gently graded passageway in the Altiplano at the foot of the Eastern Cordillera runs Bolivia's most important railway; it runs from La Paz southwards to Villazon, on the Argentine frontier. From Oruro a line runs eastwards to Cochabamba; from Rio

Mulatos another branch line runs eastwards to Potosí and Sucre. Uyuni, further south, is the junction for the line from Antofagasta. As far as Uyuni, the railway is more or less accompanied by a passable road. Below Oruro, a branch from this road deviates eastward through Potosí (with an offshoot to Sucre) and Tarija to Villazon.

Oruro, built on the slopes of a hill at an altitude of 12,100 feet, can be reached from La Paz (130 miles) by express train in eight hours. The population, mostly Indian, is 50,000. The town is important as a railway centre and for its tin, silver, wolfram and copper workings, but there is nothing to interest the tourist.

Hotels: Eden; Firenze.

Cables: All America Cables and Radio, Inc., Calle Adolfo Mier 581.

From Machacamarca, a short distance south of Oruro, a private branch line runs to Uncia (60 miles), and the Patino tin mines.

From Oruro a branch line runs eastwards to Cochabamba (127 miles). Trains, which connect with the international trains to and from Buenos Aires and Antofagasta, take about eight hours. As the line cuts across the Puna, through wild scenery, it reaches a height of 13,575 feet at Cuesta Colorada before it begins to descend to the fertile basin in which Cochabamba lies.

Cochabamba, Bolivia's second largest city, has a population of 76,500. The altitude is only 8,000 feet, the average temperature 66 Fahr. It is by far the most agreeable city in Bolivia to live in, so far as climate goes. The Cochabamba basin, dotted with several small townships, is the greatest grain and fruit producing area in Bolivia. **Quillacolla** is the most interesting of these little towns. There is also **Vinto**, near which is the country mansion of Simón Patino, the tin king. Permission to visit it is sometimes given. A railway line runs from Cochabamba through the Punata Valley as far as **Arani** (37 miles). Cochabamba itself is a pleasant town, with fine buildings, but has little to offer the tourist. It is the hub of the internal air services. A paved highway is being built to Santa Cruz; it is expected it will be finished by 1953.

Bus Services: There are four routes in the town.

Hotels: Grand Hotel Cochabamba, beautifully situated on the outskirts of the town. Hotels Bolívar and Ambassador, in the town.

South of Oruro the railway skirts Lake Poopo, over 55 miles long and 30 wide. Near the line is the totally unprepossessing hamlet of Huari, but once a year, for the fortnight after Easter week, this little place holds a famous fair. The participants are of that "contrasted commercial system" spoken of earlier: coming from far places, including the Argentina pampa, by mule and llama trail.

From the junction of **Rio Mulatos** a branch line runs eastwards to Potosí (108 miles) and Sucre. It takes 9½ hours to Potosí along one of the highest metre gauge railways in the world. The track, a difficult engineering feat, reaches the height of 15,705 feet at Condor: the second highest point in the world's railway lines.

Potosí, with a population of 40,000, stands at 13,340 feet; higher than La Paz, that is. The climate is often bitterly cold: there is a range of temperature of from 3 to 45° on most winter days. It was founded by the Spaniards on April 10, 1545, after they had discovered Cerro Rico, the hill at whose foot it stands. Immense

amounts of silver were once extracted from this hill. Early in the 17th century Potosí had a population of 150,000, but two centuries later, as its lodes began to deteriorate and silver had been found in Peru and Mexico, Potosí became little more than a ghost town. It is the demand for tin—a metal the Spaniards ignored—which has lifted the town to comparative prosperity again.

Parts of Potosí are still colonial, with twisting, narrow streets and an occasional great mansion with its coat of arms over the doorways. Some of the best buildings are grouped round the Plaza 10 de Noviembre, the main square. The old Cabildo and the Royal Treasury—Las Cajas Reales—are both here, but perverted to other uses. The Cathedral faces the square, and near-by is the Mint—the Casa de Moneda (1572)—which is very well worth seeing. Most of the thirty churches are good examples of Renaissance or Romanesque building.

Sucre, the legal capital of Bolivia, is reached from Potosí (105 miles) either by railway or by road. The altitude is 8,532 feet, and the climate is mild (mean temperature, 61° Fahr., but sometimes 75 in November-December and 45 in June). The population is about 32,000.

Sucre was founded in 1538. Its long isolation in the mountains—the railway from Potosí has not been built long—has helped the city to maintain a certain courtly charm. Four streams crossing the town are pleasantly bridged, and public buildings are impressive. Amongst these are the Legislative Palace, where the country's Declaration of Independence was signed; the modern Santo Domingo (Palace of Justice), the seat of Bolivia's judiciary; the modern Government Palace; the beautiful 17th century Cathedral; the Consistorial building; and Junin College. Sucre University was founded in 1624.

Hotels: Colon; Londres.

The railway line south from Rio Mulatos goes through **Uyuni** (12,000 ft.), the junction for the line to Antofagasta. It lies bitterly cold and unprotected on the plain at the edge of salt marshes. Its 5,000 inhabitants are mostly Indian. Its market is the only interest. A private railway which ascends to 13,700 feet through magnificent views runs to (20 miles) **Pulacayo**, which has one of the largest and most profitable silver mines—Huanchaca—in the world.

A 125 miles south of Uyuni is **Tupiza** (9,800 ft.), a centre of the silver, tin, lead, and bismuth mining industries. From **Villazon**, on the border with Argentina, a road made during the war runs 85 miles north-east to **Tarija**, with a population of 20,000. Tarija (6,300 ft.), is one of the oldest settlements in Bolivia, standing in a rich basin which could, with better communications, provide great stores of food to the towns. Its grapes are excellent, and a wide variety of fruit is grown. The cathedral and the church of San Francisco are very lovely.

The only other town of note in Bolivia is **Santa Cruz**, lying in the vast and mostly undeveloped sierras east of the Eastern Cordillera. It is 192 miles east of Cochabamba on an old trade route to Argentina

and Paraguay. The altitude is only 1,420 ft. ; and the climate hot. Its road communications with the west are shockingly poor, but two railways which will end its isolation are now being built towards it : the first from Yacuiba, the terminus of the Argentine railway system on the Argentine frontier ; and the other 406 miles from the Brazilian port of Corumbá, on the Paraguay River ; 272 miles from Corumbá westwards are now in use. To-day, the town is best reached by air. There are about 30,000 inhabitants.

A new paved highway is now being built, under Import-Export Bank sponsorship, between Santa Cruz and Cochabamba. It is partly paved at both ends already. Its completion will open up the agricultural area of Santa Cruz to the consuming centres of the Republic.

Hotel : Continental ; or the airport hotel for a short stay.

ECONOMY.

Mining is everything in Bolivia's economy. Agriculture counts for little. In 1950, mineral exports were valued at U.S.\$98,451,173, or 98.6 per cent. by value of the total exports.

Tin mining is easily the most important. Bolivia is the second tin-producing country in the world, following upon Malaya. Most of it is found in the western parts of the Eastern Cordillera. The great tin mining districts are Uncia, Potosí, Oruro, and La Paz. The three chief mines are the Llallagua Patino group, mining 43 per cent. of the whole) ; the Cerro de Potosí (Hochschild group, 25 per cent.) ; and Animas (Aramayo group, 6 per cent.). Small operators account for 26 per cent. of the tin produced. Lodes are found at altitudes of from 11,000 to 16,000 feet, generally in small veins running through various rock formations. The tin is exported in the form of barilla for smelting to the United States and Britain. Tin accounts for 64 per cent. of the total exports, by value.

Lead is the next most valuable. It is mined mostly in the Potosí district. Silver is associated with lead in some of the mines.

Copper comes mainly from Corocoro, where " natural " copper, or very rich ores of it, are found. **Antimony** and **wolfram** are abundant and the sulphides of antimony in many instances bear a proportion of gold. **Tungsten** occurs as ordinary wolframite, and also in association with other valuable minerals. **Zinc** in the form of sulphides containing a proportion of silver is found especially at Potosí, in the Pulcayo-Huancha district. **Gold** occurs in the sands of several rivers. Unprofitable attempts have been made to mine it in the Muñecas Province, near Tupiza, and in the Acre district of the north. **Silver** is obtained at Potosí, where it has been worked since the 16th century, and is now being extracted at Oruro from the tailings left by past generations.

Petroleum production is still small from the wells at Sanandita (Rio Bermejo), near the Argentine frontier east of the mountains ; from Camatindi and Camiri, further north in the same area ; and from the Altiplano south of Oruro. Production in 1951 was about 1,750 barrels daily, to meet a national consumption of nearly 3,000 barrels. The only important flow is at Camiri, from which pipe lines take oil to Cochabamba and Sucre, where there are refineries.

All oil wells and refineries are owned by the Government con-

trolled Yacimientos Petroliferos Fiscales Bolivianos, but the Y.P.F.B. has now been permitted to enter into contracts with mixed oil companies for the exploration and exploitation of certain zones.

Two main mining problems are labour and transport. Because of the great distance between the capital and the refineries, it is still cheaper to run cars at La Paz on foreign petrol.

The following table gives the mineral exports, in m. tons, for 1949 and 1950, and their value in U.S. dollars.

	1949		1950	
	m. tons	U.S. \$	m. tons	U.S. \$
Tin	34,662	72,865,000	31,927	63,586,000
Lead	26,311	8,524,000	31,176	9,190,000
Zinc	17,667	2,359,000	19,578	5,288,000
Silver	207	4,653,000	204	4,769,000
Wolfram	1,526	2,254,000	1,491	2,681,000
Copper	5,074	2,182,000	4,704	2,159,000
Antimony	10,275	4,185,000	8,768	2,091,000
Gold (grammes)	1,108,252	1,812,000	54,000	61,000

Agriculture : Only about 451,000 acres are under cultivation ; the most primitive methods are used, although mechanised farming is making rapid progress and much machinery has been imported. But Bolivia does not as yet grow nearly enough food for herself. La Paz and the towns of the Altiplano consume imported wheat, Brazilian rice and Peruvian sugar, though Bolivia could very well grow all she needs in the valleys of the Puna and the eastern lowlands if she had the means to convey it through the intervening Cordillera. A determined attempt is now being made to integrate the food consuming towns and the potential food producing lands : a road is being built between Santa Cruz and Cochabamba. One form of transport linking the two areas—the aeroplane—has already reduced to a minimum the imports of meat from the Argentine. Almost enough national meat is now being flown to the towns from the Beni.

Most of the big estates are still worked on a feudal system : the Indian labours three or four days a week for his landlord in exchange for a small-holding. But this pattern may be changing. Many large haciendas in the Valley of Cochabamba have been split up and sold outright to the Indians who previously worked as peones. These small farmers now cultivate their own land, in addition to hiring their services to other and larger farmers. Outside the large estates the land is tilled by Indian communities co-operatively.

About 4,000 m. tons of **sugar** is grown in the torrid valleys, but Bolivia consumes 40,000. **Coffee** of high quality is grown in the Yungas, and an attempt is now being made to grow more by insisting that 8 hectares out of every 50 granted to colonists must be planted to coffee. **Cacao** is grown, mainly in the Yungas. About 16,000 m. tons of **rice** is grown at Santa Cruz, but Bolivia imports another 11,000 m. tons a year. The growing and drying of **coca** leaves for sale to the Indian of the Altiplano is the most lucrative industry in the Yungas. The La Paz Yungas alone produce some 3,700 m. tons a year. There are small exports of coca. About 90,000 lb., of **cotton** is produced : the two large textile mills at La Paz consume 2,000 m. tons a year. **Tobacco** and **vanilla** are grown for domestic use, and there is some **wine**. Some **sunflower** seed is harvested for the edible oil factory at Cochabamba.

Forests : Rubber, once an important forest product, has almost disappeared from the export list ; so has quinine bark from the affluents of the Rio Beni. Most of the timber used in Bolivia for building is imported, though she has large forests of her own, but no railway taps them, and many of the native hardwoods are too heavy to be floated down the rivers. The forests of the Amazonian region are so dense and tangled that they are difficult to penetrate.

Livestock : The latest estimate shows 2,487,912 cattle, 4,014,316 sheep, 1,197,000 goats, 1,882,000 llamas and alpacas, 398,000 pigs, 390,000 horses, 264,000 mules, and 160,000 donkeys.

Some quarter-million wild cattle range the plains of the east, the descendants, apparently, of Spanish cattle escaped from La Plata. Trinidad is the only important cattle market. There are small flocks of ill-kept sheep on the Altiplano (dried and salted mutton or *chadona* is considered a great delicacy). Llamas serve as pack animals and are sheared at intervals of two to five years yielding about five pounds per head of wool. They carry hundred-weight loads 12 to 14 miles a day. The valuable wool-bearing alpaca belongs to the same group as the llama, but its legs are shorter. There are numbers around Lake Titicaca and in the Province of Carangas, Oruro Department. The centres of the alpaca wool trade are Charana, on the Arica-La Paz railway, and Puerto Acosta, on Lake Titicaca, but the export of vicuna wool is now forbidden.

The Fur Trade : The principal fur-bearing animals in Bolivia are the vicuna, chinchilla, and red fox. The vicuna, a wild member of the family to which the llama and alpaca belong, is found on the bleak pampas of the Altiplano, though in diminishing numbers. Hunting it is now forbidden. It is smaller than either the llama or alpaca and has a fine, silky wool of a tawny colour. Indians use its skin to make "colchas" or rugs. Uyuni is the largest market for this and other furs. The export of its fleece and skin is now forbidden.

The chinchilla and its smaller version, the chinchillon, are found in numbers in the Western Cordillera, particularly in the region of Mount Tatsabaya, in the province of Carangas. Skins of the red fox, found in many parts of Bolivia, are sold in La Paz.

INDUSTRIAL DEVELOPMENT.

Bolivian industry is slowly emerging from the handicraft stage to machine manufacture, but is still in its infancy. Bolivia has no cheap fuel : it has no coal, no iron and steel, little skilled labour, and its very small internal market makes no great demand upon its industry. If transport were improved, national petroleum would become readily available as fuel. As things stand, industry is mainly dependent upon hydro-electric energy, whose potential is put at 3.6 million kws. Little of this has been developed : some 32,802 kws, is reported available at La Paz (which has 40 per cent. of the manufacturing plants), Punata, Cochabamba, Potosí, and Sucre. Total electric power produced in 1948 was 171,078,000 k.w.h.'s.

There are two cotton mills at La Paz turning out some 10.8 million metres of textiles a year. There are also, at La Paz, two fairly large woollen mills. Ten weaving and knitting factories use

imported rayon yarn, alone or in mixtures.

A cement plant at Viacha, near La Paz, turns out 41,500 m. tons a year. Other products include flour, soap and candles, leather goods, paper and paper boxes, furniture, alcohol, beer, mineral waters, mosaics, glass, candy, and macaroni. Matches are a state monopoly. The edible oil industry turns out some 500 tons a year from Brazil nuts, peanuts, and sunflower seeds. Production in each case is small and aims only at satisfying the internal market. The Government is "protecting" industry.

The principal imports into Bolivia are sugar, cattle, wheat, flour, coal, cotton, rice, iron and steel products, mining machinery, vehicles and textiles. Manufactured articles (excluding manufactured foodstuffs) represented 52.5 per cent. of the total imports in 1949.

IMPORTS AND EXPORTS.					EXPORTS.	
YEAR.					U.S. \$	
					U.S. \$	
1946	..	..	..	..	51,365,644	73,650,210
1947	..	..	..	..	59,557,444	81,268,639
1948	..	..	..	..	68,735,767	112,825,894

The apparent favourable trade balance is much reduced by converting these "nominal" figures into "real values" by adding 20 per cent. to the imports and deducting 25 per cent. from the exports.

PUBLIC DEBT. (Dec. 31, 1949).

External Debt.	..	..	Bs.	6,009,659,549
Internal Debt.	..	..	Bs.	1,285,425,234

INFORMATION FOR VISITORS.

How to reach Bolivia :

From Britain : BY AIR : By B.O.A.C. from England to Maiquetia (Venezuela) ; from Maiquetia to Lima by Linea Aeropostal Venezolana or ANDES ; from Lima to La Paz by either PANAGRA or BRANIFF.

BY SEA AND AIR : The Royal Mail Lines and Lamport & Holt Line to Rio de Janeiro, and on to La Paz by BRANIFF or Panair do Brasil. By the same shipping lines to Buenos Aires and on to La Paz by (a) air : PANAGRA or BRANIFF, or (b) by rail.

BY SEA AND RAILWAY : By Pacific Steam Navigation Company to Mollendo (Peru), or Arica (Chile), or Antofagasta (Chile), and on to La Paz by rail.

From the United States : BY AIR : PANAGRA or BRANIFF air lines.

BY SEA AND RAIL : By Grace Line to Mollendo, Arica or Antofagasta, and on to La Paz by rail.

NOTE : It is possible to reach Bolivia from the Atlantic Ocean by steamers from Para up the Amazon and Madeira rivers and over the Madeira-Mamore railway to Guayaramerin, its terminus (2,152 miles). This place is connected by air to the towns of Bolivia.

Railways from the Coast :

(1) By the Southern Railway of Peru from Mollendo (Peru) *via* Arequipa to Puno, on Lake Titicaca ; by lake steamer to Guaqui (Bolivia), and on by the Guaqui-La Paz Railway, 61 miles. The rail mileage is 394 ; the lake crossing is 112 miles. There is a baggage allowance of 155 lb. Time taken ; 46 hours. Sufferers from sirocco, or height sickness, rest at Arequipa.

That part of the route which lies in Peru is described elsewhere. Lake Titicaca is the highest navigable water in the world. It is crossed by steamers built in England and carried up in sections from the coast. The state rooms are comfortable, but the lake crossing is cold.

From Guaqui to El Alto the railway follows the broad plateau on an almost even gradient, rising only about 1,000 ft. to El Alto. Here the steam engine is exchanged for a powerful electric motor, and it is only after the precipitous descent has begun that La Paz comes into view, nearly 1,200 ft. below. By a series of circles and loops over a distance of only 5 miles, the train is brought to the edge of the city.

(2) Arica-La Paz International Railway, 276 miles ; 19 hours. The line from Arica skirts the coast for 6 miles and passes into the Lluta Valley, whose vegetation is in striking contrast with the barrenness of the surrounding hills.

From Kilometre 70 there is a sharp rise of 7,357 ft., in 26 miles. The line is racked for 30 miles, and the Andean massif has been cut through and tunnelled in many places. At Puquios Station, Kilometre 112, the plateau is reached. The altitude here is 13,577 ft. The line runs along the plateau, interrupted only by the Huaylas quebrada, to the bottom of which it descends to rise again rapidly to plateau level. In the distance can be seen the snowcapped heights of Tacora, Putre, Sajama and their fellows. At Kilometre 155 (altitude 13,276 ft.), are the famous sulphur deposits. The greatest altitude is reached at General Lagos (13,930 ft.). The frontier station of Visviri is at Kilometre 205, with a custom house. Beyond, the train enters Bolivia and the station of Charana.

In the Bolivian section the line skirts the Mauri, Desaguadero, and Colorado Rivers, and leads *via* Corocoro, the copper mining town, to Viacha, the junction of the several railways running to Antofagasta, Mollendo, and Arica. The mountain peaks visible include Illimani, Sorata, Huayna-Potosí, Mururata, and many others.

An hour and a half later the train reaches La Paz, at the bottom of a gigantic amphitheatre formed by the surrounding mountains.

(3) Antofagasta-La Paz, by Antofagasta & Bolivian Railway, 729 miles ; 48 hours. This, the most southern of the three railway lines connecting La Paz with the Pacific coast, passes through magnificent scenery. As the passenger "climbs over the huge Pacific shelf, where no rain falls and nothing grows, among dead volcanoes and livid lake beds . . . he cannot help thinking that he is being transported across the deserts of the moon."

The line starts at Antofagasta (590 miles north of Valparaiso), a port well served by ocean steamers. The railway is of metre gauge, its coaches are roomy and smooth running, and the journey is performed without change of carriage.

The line reaches an altitude of 13,000 ft. in 223 miles, and negotiates gradients as steep as one in thirty. It crosses the principal Chilean nitrate district in the Atacama Desert (between El Buitre and Sierra Gorda stations). At Calama (149 miles) there is a large and fertile oasis. Standing 7,400 ft. above the sea, it is a useful point at which to stay for a day or two in order to accustom oneself to the mountain air before going higher. The line crosses another wide

desert before it reaches another oasis at (197 miles) San Pedro. Large reservoirs here supply fresh snow water to the nitrate fields and ports. Near this point the line skirts the base of the two volcanoes San Pedro and San Pablo. Smoke still issues from the former.

The summit is reached at Ascotán (13,000 ft.), and the line descends to 12,256 ft. at Cebollar, where it skirts a great borax lake, 24 miles long. The Bolivian frontier is crossed a short distance beyond (276 miles) Ollagüe station. For the next 108 miles to Uyuni the line maintains an almost uniform level of 12,000 ft.

Uyuni is the junction with the Bolivia Railway Company's branch line of 56 miles to Atocha. From Atocha there is rail access, *via* Villazón on the Argentine border, to Buenos Aires, a route suffering no interruption from snowstorms.

From Río Mulatos (446 miles) a branch line runs to Potosí and Sucre. Near Huari (498 miles) Lake Poopo comes into sight. From Oruro (575 miles) the journey is continued over the leased line of the Bolivia Railway. The scenery in this section ceases to be uninteresting near Viacha. The majestic Illimani comes into view ; the Alto station is reached with its fascinating view of La Paz in the basin of the hills.

(4) Buenos Aires-La Paz : This railway journey of about 1,500 miles takes 78 hours. Trains leave twice a week from both La Paz and Buenos Aires. The route gives a view of immensely varied scenery ; north-bound the plains of the pampa are succeeded by the sugar fields of Tucumán with the mountains in their rear. The line ascending to the frontier through bare hillsides clad with cacti, passes to the high plateau with vistas of distant peaks and occasional fertile valleys. Rugged crags and precipices are skirted, flocks of llamas are seen, and the ever-varying colours of a journey across the roof of the world are succeeded by the brilliance of the descent into La Paz.

Documents : Foreigners may enter Bolivia (a), to settle permanently, in which case the authorization of the Ministry of Immigration, obtained through a Consul, is indispensable ; (b) in transit, with a maximum stay of 30 days ; (c) for a specific purpose, in which case the visit is controlled by the Ministry of Immigration ; (d) as tourists, to travel through the country for pleasure, ninety days to begin with, but with possibilities of extension.

Applicants for a visa at a Bolivian Consulate must fill the form of application in triplicate and present the Consulate with the following documents : (a) a health certificate, only necessary for an immigrant ; (b) unexpired passport and four extra photographs, two front and two profile ; (c) a vaccination (small-pox) certificate ; (d) a letter from the traveller's firm certifying that he is visiting Bolivia temporarily on business ; (e) proof that the applicant (if an immigrant), has exercised a profession of lawful calling during the last five years. In the case of tourists a letter from a shipping company certifying that the traveller is visiting Bolivia as a tourist is necessary.

All foreigners entering Bolivia must present passport and documents to the police within 48 hours of arrival, and in La Paz at the Ministry of Immigration also. A fine of 20 bolivianos is imposed for each day's delay. On presentation of four photographs and a special

stamp obtained at the Bureau of Internal Revenue in Bolivia, the police issue a Certificate of Identity.

Tourists must apply for extension of stay in good time and mention the regions which they propose to visit. Visitors must get an exit visa before leaving the country.

It is strictly forbidden to take either matches or automatic lighters into Bolivia.

Visitors who have typewriters, cameras or similar articles should have them registered by the Customs on entry and obtain a receipt to ensure that they can be taken out of the country again without payment.

Commercial Travellers : must report to the Customs to comply with formalities of identification and for the examination and listing, on a special form, of the samples carried. They are advised to read "Hints to Business Men visiting Bolivia," which can be obtained free on application to the Commercial Relations & Exports Department, Board of Trade, Thames House North, Millbank, London, S.W.1.

The best time for a visit is May to November, the dry season. May, June, and July are the coldest months.

Climate : There are four distinct **climatic zones :** (1) The tropical departments of Santa Cruz and Beni, drained by the Amazon ; altitude between 500 and 2,500 feet ; average temperature, 85° F. (2) The Yungas, or low valleys, north of La Paz and Cochabamba, among the spurs of the Cordillera ; altitude, 2,500 to 5,000 feet ; average temperature, 75° F. (3) The Valles, or high valleys and basins gouged out by the rivers of the Puna ; average temperature, 66° F. (4) The Puna, and Altiplano ; average temperature, 50° F. Little rain falls upon the western plateaux between May and November, but the rest of the year is wet. There is rain at all seasons in the eastern part of the country, and heavy rains from November to March.

Clothing suitable for Great Britain should be worn by those visiting the Altiplano and the Puna, where it is particularly cold at night. The climate in the Eastern Lowlands is tropical.

Health : Visitors to La Paz and the higher towns should take things quietly until they are acclimatised to the altitude. Eating and drinking should be moderate immediately after arrival. The general symptoms of *siroche*, or height sickness, are breathlessness, and perhaps palpitation.

Water, if drunk, should be filtered. Mineral waters are available.

Cost of Living : The cost of living index for La Paz (1936)—100, was 1,902 for March, 1951. Clothing and fuel stand particularly high.

Hotels : Apart from the hotels listed under La Paz and Cochabamba, most hotels in Bolivia are inclined to be primitive.

Language : The educated classes speak Spanish, the Indians either Aymara or Quechua.

Currency : The Unit of currency is the Boliviano, which has been devalued from 42 to 60 to the dollar, or 168 to the £ sterling. The illegal street rate is about 200 to the dollar.

Besides a few nickel coins there are bank notes in denominations of 1, 5, 10, 20, 50 and 100 bolivianos.

Measures : The metric system is compulsory, but these Spanish measures are used, chiefly in the retail trade :—

Lineal.—1 vara = 3 pies = 36 pulgadas = 32.92 in.

Capacity.—Dry : 1 arroba = 6.70 gallons. Liquid : 1 gallon = 0.74 gallon.

Weight.—1 libra = 16 onzas = 1.0147 lb. 1 arroba = 25 libras = 25.36 lb.
1 quintal = 100 libras = 101.47 lb.

Mails : The rates for air mail and surface mail from Britain are given on page 28. A direct telephone service is available from the U.K. to Bolivia between 1 p.m., and 7 p.m. daily. The minimum charge is £3. 15s. for a 3-minute call.

Internally, all the towns and villages are connected by post, telegraph and telephone. An automatic telephone system is working at La Paz and Oruro.

Cable services are given under the towns where they are available.

Hours of Business are normally from 9 a.m. to 12 noon, and from 2 p.m. to 6 p.m.

The Press : La Paz has the daily papers "Ultima Hora," "La Razon," and "El Diario." Other leading papers are published at Sucre, Cochabamba, Oruro, and Potosí.

Internal Air Services : PANAGRA has services between the larger towns, like Oruro, Cochabamba and Santa Cruz. The national line, Lloyd Aereo Boliviano, covers most of the country. It has even a service from Cochabamba, its headquarters, to the almost empty lowlands of the north east to Trinidad, Riberalta, and Cobija, with a branch line from Riberalta to the terminus of the Madeira-Mamore railway at Guayaramerin. Its service from Cochabamba to Santa Cruz and Puerto Suarez connects, across the river at Corumba (Brazil), with the Panair do Brazil to São Paulo and Rio de Janeiro.

Roads and Railways : These are given in the text. For the most part the roads can only be used during the dry season.

PUBLIC HOLIDAYS.

January. 1.—New Year's Day.

Carnival Week.—Monday, Shrove Tuesday, Ash Wednesday.

Holy Week.—Thursday, Friday and Saturday.

May 1.—Labour Day.

May 25.—Sucre Municipal Holiday.

July 16.—La Paz Municipal Holiday.

August 5, 6, and 7.—National Festival.

October 12.—Fiesta de la Raza.

Christmas Day.

Many Roman Catholic Church festivals are observed.

British and U.S. Representatives in Bolivia : There are British and American Embassies and Consulates at La Paz. The British Commercial Secretary's offices and the Chancery are at Avenida 16 de Julio, No. 217, La Paz. The British Ambassador is John Garnett Lomax, C.M.G., M.B.E., M.C.

There are British Consuls at Sucre and Cochabamba, and a Vice-Consul at Oruro.

Bolivian Representatives in Great Britain : There is a Bolivian Embassy at 1a Grosvenor Gardens, London, S.W.1. The Charge d'Affaires is Sr. Luis Romero Saenz.

There is a Consulate-General in London (1a Grosvenor Gardens, S.W.1.) ; a Consul at Liverpool (320 Tower Buildings) ; Consular Offices at Birmingham (27 Augustus Road, Edgbaston) ; at Hull ; and at Cardiff.

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BRAZIL

Note : The spelling of place names throughout follows the new Brazilian usage.

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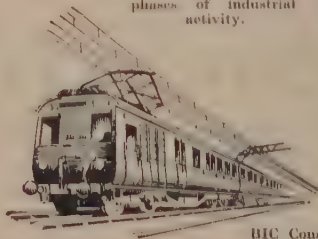


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For travelling between the various coastal markets in Brazil there is no lack of transport ; in some cases it is possible to use ocean liners between ports, but if these are not available there are frequent sailings of Brazilian coastwise vessels including the Lloyd Brasileiro, the Companhia Nacional de Navegação Costeira and the Lloyd Nacional. All these operate regular services between Brazilian ports. The Amazonian ports of Brazil may also be reached direct from Liverpool or New York by the Booth Line. The coastal line rates are generally speaking about 50 per cent. cheaper than those of the foreign lines.

There is an air service from Britain to Brazil. See AIR SECTION. Regular passenger and airmail services are maintained in Brazil by a number of aircraft companies, which provide rapid transits between the principal towns in Brazil, several of which can otherwise only be reached by slow coastal steamers in the absence of railways and motor roads.

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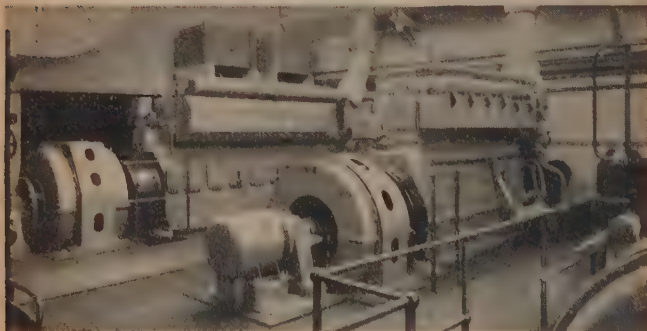
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THE HISTORY OF BRAZIL.

A brief historical sketch will enlighten the visitor on two cardinal points about contemporary Brazil—that it speaks Portuguese and that its racial make-up is a mixture of white, negro, Indian, and Asiatic peoples, with little trace of colour bar and no racial tension.

Brazil was discovered for the Portuguese by Pedro Alvares Cabral in 1500. It was occupied, then, by low grade Indians which have never, to this day, taken kindly to civilization. For the first 30 years Portugal paid little attention to Brazil, but in 1530 the government sent Martim Afonso de Sousa to the colony with settlers, cattle, seeds and agricultural implements. They founded São Vicente in 1532. More colonists trickled in, but so many of them were criminals, and the climate was so enervating, that they made a poor start. The most prosperous settlement was at Baía, founded in 1549.

The first system of government was a kind of feudal principality—there were 13 of them—but these were replaced, first, by a Governor-General, with complete authority in Brazil, and then, in 1572, by a Viceroy. In the same year an experiment was tried of dividing the new colony into two, north and south, with capitals at Baía and Rio de Janeiro, and it was not until 1763 that Rio was finally made the sole capital. Even in the early days there was a tendency for this huge country to disintegrate, a tendency which continued until quite recent days to harass the central government.

A picture of the slow growing colony is best given by statistics of

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population. From 1580 to 1640 the population was only about 50,000. By 1650 it was 70,000. From the first days the colonists had married freely with the natives, and later with the imported negroes from Africa, and already colonial society was fixing itself into a hierarchy—the white Peninsulars and the whites born in Brazil, at the top, with the *Mestiços* or *Mamelucos*, the result of intermarriage with the Indian; and *Mulatos*, the result of intermarriage with the Negroes well below. There was also the *Cafuso*, the half-breed element resulting from marriage between Negro and Indian. By 1700 there were about 750,000 civilized beings in Brazil; by 1800 it had grown to about 2,500,000 of whom 400,000 were white, 1,500,000 negroes, and 600,000 were Indians. Rio de Janeiro had a population of 30,000.

The Colonial set-up, which lasted to the early years of the 19th century, was complicated. The Indians, contrary to the law, were virtually slaves; the negroes were actually slaves, though, on the whole, kindly treated. The economic structure was, in the main, that of huge estates run by slave labour, with an aristocratically-minded white element that played the absentee landlord and did no manual work. The Portuguese crown expected both a personal and a state revenue from its colony. This was raised partly by payment of a tenth of the produce from grants of land made to colonists, and partly by some forty kinds of taxes levied on the inhabitants. The judicial system was lax, and there was great corruption by sale of office. But in Brazil, unlike the Spanish Colonies, there was a saving laxity in tax collecting, in slavery, and in the general regimentation of the colonists.

With one exception, the bulk of the colonists, right up to the early 19th century, lived mostly along the coastal belt. The exception were the *Paulistas*, who had thrust far into the interior. It was they who discovered gold in the middle of the 17th century, and diamonds in 1727. Emeralds were found later. For a time, gold and diamond rushes almost depopulated the coastal belt, but it was these very rushes which opened out the interior and set the foundation for the industrial development of the country.

Three hundred years of easy going Colonial life under the paternal eye of Portugal had ill-prepared the colonists for independent existence, but towards the end of the 18th century the infiltration

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of European thought and, between 1808 and 1824, the machinations of Napoleon in Europe, forced the colonists to decide whether they preferred tutelage or independence. When the troops of Napoleon caused the Portuguese Royal Family to sail in British ships to Brazil in 1808, the fate of the colony was decided. The Regent John returned to the mother country in 1821, leaving his son, the handsome young Pedro, in charge. The Portuguese Parliament the Cortes did not like this arrangement, and called on Pedro to return. The Creoles called upon Pedro to stay. On May 13 he assumed the title of "Perpetual Defender and Protector of Brazil." On September 7th, he was challenging Portugal with the cry "Independence or Death" by the Ipiranga River; on October 12, he was being proclaimed constitutional emperor of Brazil, and on December 1st, he was being crowned at Rio de Janeiro. Brazil was an autonomous State.

Dom Pedro the First had the bad luck to be faced by a secession movement in the north, to lose the Banda Oriental, annexed some time previously, and to get somewhat involved in his marital relations. In sum, he abdicated as the result of a military revolt in 1831, leaving his five-year-old son, Dom Pedro the Second, in the hands of a regent, as ruler. On July 23, 1840, the lad, though only 15, was proclaimed of age and the regency discontinued. And now began a golden time for Brazil, for Dom Pedro the Second, a liberal democrat at heart, was one of the wisest rulers this earth has known. He promoted education, vastly increased communications, encouraged agriculture, and stamped on corruption. It was under him, too, that immigrants began to fill the land—an immigration movement

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which was finally to bring a million Germans and 250,000 Japanese into the country. And it was he, no small title to fame—who brought down the tyrant Rosas at Buenos Aires by a sharp and well-conducted war. The war with the Dictator Lopez of Paraguay lasted longer, but led to the same salutary end. Above all, it was he who finally declared that he would rather lose his crown than allow slavery to continue in Brazil, and on May 13th, 1888, slavery was finally abolished.

There is little doubt but that it was this measure which, in fact, lost him his crown. Many plantation owners, who had been given no compensation, were ruined, and turned against the Emperor. On November 15, 1889, he and his family were banished. On November 17, he sailed for Europe. Two years later he died in a second-rate hotel in Paris, after steadfastly refusing a pension from the somewhat conscience-stricken revolutionaries. During the first centenary of Independence in 1922, the Imperial Family was allowed to return to Brazil, and the body of Dom Pedro was brought back and buried in the cathedral at Petropolis. Brazilians, essentially a tender-hearted people, heaved a sigh of relief at this reparation done to the honour of a much-loved man.

The history of the "Old Republic" (1889-1930) was comparatively eventless, a time of expansion and comparative prosperity. It must not be forgotten that Brazil declared war on Germany during both wars. But 1930 is a cardinal point in Brazilian history. A revolution, headed by Getulio Vargas, Governor of Rio Grande do Sul, deposed the then president and Vargas assumed executive power as Dictator. He was Dictator of Brazil until October 1945, when he was forced to resign. He was elected President in 1950.

BRAZILIAN ECONOMY.

Until the first decade of the twentieth century, when the great rubber boom took place, Brazil had followed a strict pattern of Colonial economy: that is, it exported raw materials and agricultural products and imported manufacturing goods. But during the last forty years this typical economy has been replaced by another, of intense industrialisation. When Dom Pedro left Brazil, in 1889, there were only 903 rather parochial industrial establishments.

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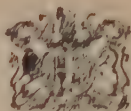
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Housing :—To integrate this great industrial boom, the " Instituto de Aposentadoria e Pensões dos Industriários " (Industrial Worker's Retirement and Pensions Institute)—a social security authority which serves three million workmen—is now putting up low cost houses and other buildings. This work goes on simultaneously in the cities of Rio de Janeiro, São Paulo, Porto Alegre, Recife, Baía,

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Typical Institute projects are the model town of Volta Redonda for workers at the great new steel mill; the "Cidade Industrial," a modern city development on the outskirts of Belo Horizonte; and Realengo. This last lies in a valley which can be reached in 30 minutes from Rio de Janeiro. It was a vast swamp and breeding place for mosquitoes, which were blown by favourable winds in great numbers into the capital. The swamps, which were Government property were drained. A large airport was first built, and this was followed by the Realengo housing development. Fourteen thousand dwelling units are planned, with cinemas, theatres, clubs, schools, parks, market, hospital, a sports ground and a commercial centre. Each house consists of a living room, two bedrooms, a kitchen, a bath, and a garden three times the size of the house (22 by 22 feet). Each costs about £100. The rent is £7 a year, and this includes amortization, making the tenant the owner in twenty years. Modern mass production methods are used in building them.

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housing and planning, and buildings are going up as rapidly as the supply of cement and concrete allows. A sweeping modernisation programme has been going on at Nictheroy. The cost of re-building and modernising the town is estimated at U.S. \$15,000,000.

One item of interest: the construction of office buildings has developed a unique architectural variation by creating a system for regulating heat and light. External lattices or shutters are used. The blinds are sometimes horizontal, sometimes vertical, and are either movable or fixed. These "quebra sol," as they are called, have proved most successful sun-break devices.

Transport :—Railways and roads are dealt with in the text. Considering Brazil's rugged topography, air transport has, obviously, a great future, and Brazil is already developing its own aircraft construction industry. The Fabrica Brasileira de Aviação builds planes for the army, and a new aero-engine plant, the Fabrica Nacional de Motores, is in production. In 1929, Brazil's air routes totalled 4,529 miles. They are now about 40,000. The world's largest airport is at Natal. The Santos Dumont Airport at Rio de Janeiro was built in characteristic Brazilian fashion: a mountain was pushed into Guanabara Bay, the ground flattened, and the airport built. Rio has a second airport on Governador Island.

Air Services :—For international services from outside Latin America, see the AIR SECTION.

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There is at least an hourly service between Rio de Janeiro and São Paulo.

The internal air routes of Brazil are highly developed ; twenty-six Brazilian Air Companies maintain services which connect most towns, even in the remotest parts of the interior, with the Federal and State Capitals.

Radio :—There were 80 radio stations in 1930. There are now 130 public and 64 private transmitting stations. Radio is now a tremendous factor in the unifying of a vast nation, many of whose subjects live deep in the interior with no other communication save radio.

Health :—Parallel with the vast programme of industrialisation, Brazil has greatly improved its health services. The Brazilians have built 38 health units (including leprosy hospitals), 12 tuberculosis sanatoriums, and numerous hygiene centres and hospitals to fight malaria and endemic diseases. An organisation, SESP, has been tackling disease amongst the army of rubber gatherers in the Amazon Valley.

Reclamation Schemes :—Apart from the draining of the Baixada Fluminense marshlands already mentioned, economic developments are proceeding in the north-eastern states near the " bulge " of Brazil, facing Dakar. This north-eastern section is a vast territory, containing only about 6,000,000 people. In the past there have been serious migrations of people away from the area

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because of periodic drought. Apart from this drawback, the area has many good features, particularly a **dry and agreeable climate**.

In 1927, the Bureau of Drought Control began to build a system of large dams to hold water for irrigation purposes. Now a great chain of artificial lakes is refreshing the parched lands of the north-east. The greatest of them all is lake Oros, still being built, with a capacity of four-billion cubic metres of water. These large dams are supplemented by smaller dams and deep wells. Recent statistics show 265 dams in all, more than 2,000 wells, and six networks of irrigation canals totalling 13,500 miles and irrigating an area of 50,000 square miles. A system of 2,253 miles of road has been built, and the inhabitants have been instructed in irrigation technique and suitable crop cultivation. An economic revolution comparable to the Tennessee Valley is being worked here. Plans are afoot for giving the area easier contact with the coast and with other centres of production and distribution.

The Office of the Co-ordinator of Inter-American Affairs is tackling food supply in an area embracing 13 northern states and the Amazon Basin, where war-time dislocations and shifts of population have given rise to acute problems of food supply. Crops are being increased, insecticides distributed, technical assistance given, and funds have been made available for short-term financing.

The war, as in other countries, left Brazil a legacy of difficulties : a shortage of lorries on the roads and of rolling stock on the railways ; a concentration of labour in search of high wages in the towns ; factories which badly needed retooling, and a vicious cycle of wage-

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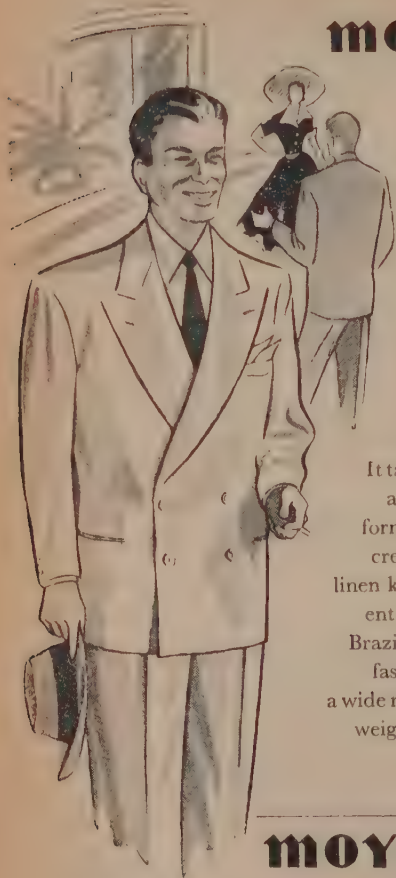
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price spirals leading to oppressive living costs, labour unrest, and a grave fall in the production of food.

In any future harmonious development, Brazil will need a vast capital investment for harbours, docks, bridges, drainage, trucks, rolling stock, roads, and power station and factory installation. A balanced budget, when it is obtained, will see Brazil embarking on ambitious schemes, but even to-day, new ships have been ordered, a railway plan announced, and large numbers of lorries ordered.

Guidance for Commercial Travellers.

Business visitors and commercial travellers are referred to "Hints to Business Men visiting Brazil," free on application to the Commercial Relations & Exports Department, Board of Trade, Thames House North, Millbank, S.W.1.

Information for Visitors.

Climate and Clothing :—"Winter (May to October) conditions are similar to those of European summer in the centre and the south of Brazil. At almost every season of the year a light water-proof coat will be found useful. In the north the winter is a season of tropical rains. Summer conditions all over the country are tropical, but temperatures of 100 F. are comparatively rare. In the coastal towns there is a high degree of humidity. Remember also that the luminosity is very high and that travellers frequently suffer from headache due to eye strain. This applies more particularly to persons with normally good sight. Relief may be obtained immediately by wearing coloured glasses. On the other hand it is not necessary to wear a sun helmet, and indeed the wearing of one by a foreigner creates a painful impression on the Brazilian mind. It is one of the few things that should be regarded as distinctly 'not done.'

"From Rio de Janeiro southwards, except on a particularly warm day, during the summer months the traveller will suffer little inconvenience even if he wears light-weight woollen clothing, and there are many days when he will run the risk of catching a cold unless he wears something heavier. In São Paulo particularly light-weight clothing, such as palm-beach linen or drill, need only be worn in the summer. It is cool during the winter in the southern

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and central areas. Medium-weight clothing and a light coat should be worn.

"Clothing packed in trunks should be protected against moths.

"The health hazards in travelling are not serious, but the new-comer would be well advised to eat fresh meat sparingly—particularly in the smaller towns—and to drink only bottled waters, and to use a mosquito net in the North of Brazil. It is wise to be inoculated against typhoid and paratyphoid before leaving Great Britain."

Railway fares vary on the different systems. Fares as a whole are cheaper than in the United Kingdom. Luggage over 30 kilos must be paid for. Meals are usually provided in restaurant cars on long-distance journeys, at approximately hotel prices. Sleeping berths are a supplement added to the ordinary fare. Tips are a great aid to smooth travelling.

Tram fares in Brazil are generally below those of the United Kingdom. The usual minimum fare is 40 centavos (1d.). Taxis commence to mark at Cr. \$5.00 (1s.), and distance charges are reasonable.

Auto-omnibus lines are common in all the principal centres of Brazil, at prices from two to three times those of the tram services. Rio de Janeiro is especially well served by 'buses.

In the best hotels in Rio and São Paulo the charge for room with bath is from Cr. \$100 to 250 with meals, and 100 to 150 without meals. Hotels at other large towns compare with the second-class in Rio de Janeiro in both price and comfort. In the interior the accommodation is not generally good, and prices are about that of the second-class

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hotels in Rio de Janeiro, but there are surprisingly good hotels at some of the inland watering places. They charge the same as the first class Rio hotels. Tipping in hotels may be calculated on a 10 per cent. basis. A sympathetic treatment of servants and hotel employees goes a long way.

In general throughout Brazil tipping is usual, but perhaps less common and less costly than in most other countries. Porters, however, at steamship wharves and railway stations expect generous sums and the regulations oblige the traveller to employ two or three where one would serve. The traveller should carry his own hand luggage when he can.

It is difficult to find an unfurnished flat or house, and even more difficult to find one furnished. Monthly rents for three room flats in Rio and São Paulo run from Cr. \$2,500 to Cr. \$5,000 unfurnished, and from Cr. \$6,000 to Cr. \$9,000 furnished. Four to six room houses rent at from Cr. \$5,000 to Cr. \$7,000 unfurnished, and from Cr. \$7,000 to Cr. \$10,000 furnished.

Meat is costly. Brazilian canned goods are high priced ; U.S. canned goods cost even more.

A small family's monthly electricity bill in Rio (where gas is used for water heating and cooking) is about Cr. \$140 ; In São Paulo, where heating and water heating is by electricity, it is from 250 to 350. Unlimited residential telephones cost 75 a month in Rio ; about 60 in São Paulo.

For prestige's sake, if nothing else, servants must be used. They usually live in ; the householder provides food, uniform, and certain other articles of wear. Actual cost of a servant is about twice the wage, and wages paid per month in the two main cities are : cook, Cr. \$400-800 ; housemaid, 300-500 ; nurse, 500-800 ; full-time laundress (living out), 200-400.

Those who wish to rent unfurnished houses should bring their furniture and household equipment with them. First-class furniture can be made locally, at extreme prices, in 8 months or so. A reasonable amount of equipment is duty free, and there is a rebate of 50 per cent. duty on furniture, carpets, curtains, and pictures.

Take plenty of clothing (particularly shoes) and as much of it as possible washable. Ready-made men's suits cost at least Cr. \$2,000 if made of Brazilian, and 3,000 if made of imported cloth. Ready-

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Cost of Living : If 1936-39 is taken as 100, the Rio de Janeiro middle class cost of living index for the end of 1948 stood at : rent, 162 ; food, 308 ; light and fuel, 198 ; servants, 287 ; clothing, 367 ; furniture, bed and table linen, etc., 399. The cost of living has risen steeply since. Rents rose 103.6 % between January, 1950, and May, 1951.

Passport Visas.

The competent Brazilian authorities abroad are empowered to grant the following visas :—

- I. Transit, tourist, and temporary visas.
- II. Special temporary visa.
- III. Permanent visa.

Those who wish to go to Brazil should call at the nearest Consular office to find out what the regulations are for obtaining a particular visa.

The Transit visa will be granted to foreigners bound for other countries and requiring to pass through national territory. Thirty-day transit visas will be granted only to foreigners passing through Brazil who present passports with proper visas for their final destinations, and will not be converted into temporary or permanent residence permits except in specially authorized cases.

When ships are held up in port, travellers may land and stay in Brazil without a visa until the ship is ready to sail. Passports are collected by the police on landing and re-issued on embarkation.

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The temporary visa will be granted to foreigners who do not require to remain more than 90 days. It applies to :—

- a) Tourists.
- b) Scientists, teachers and men of letters on a cultural visit.
- c) Persons on business visits.
- d) Artists, sportsmen and the like.

These must register at the Serviço de Registro de Estrangeiros within 8 days of arrival.

The special Temporary visa shall be conceded to foreigners who need to remain in the country more than 90 days, but without the intention of residing permanently. The classification of Special Temporary comprises the following categories :—

- (a) Students and Bursars.
- (b) Those undertaking a mission of enquiry or study approved by the Federal Government.
- (c) Technicians and teachers under contract.
- (d) Relatives in various degrees of those living permanently in Brazil.

The concession of a Special Temporary visa depends on prior selection by the authorities.

An immigrant in the " Special Temporary " category is given an Identity Card which shows the period the holder is allowed to stay. It also declares that he is able to take paid employment, and so allows him to take out a Professional Card at the Ministry of Labour.

The Permanent visa will be granted to immigrants who intend to remain permanently, and who fall into the following categories :

- (a) Agriculturists and specialists in industries and agricultural and stock-breeding activities, who assume the commitment of exercising an activity in a Rural Zone, preference being afforded to families comprising at least three persons capable of working, of between the ages of 15 and 50 years ;
- (b) Artisans or qualified operatives ;
- (c) Specialists in nursing and hospital activities ;
- (d) Domestic employees, of up to 50 years of age, who can prove habitual service in the requirements for which they may be intended and who come to work in the homes of persons who enter or permanently live in Brazil ;
- (e) Employees in hotels and similar activities ;
- (f) Medium and higher grade technicians, whose activities are of direct importance to production.

The occupations listed in Items (a), (b), (c), (d), (e) and (f), shall be duly proved to the department granting the visa, the foreigner, once he arrives in Brazil, having to qualify for the occupation, in accordance with Brazilian law.

The visa itself does not authorize such occupations.

To obtain a Transit visa, the applicant must present :—

- I. Passport.
- II. Medical certificate.



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The validity of any visa is 90 days, dating from the day of issue but it may be extended for a like period on the payment of a new fee.

A visa must be valid at the time and place abroad, in which the bearer commences the through journey to Brazil.

OFFICIAL HOLIDAYS.

Jan. 1 :	Holiday and Saints' Day*.	Aug. 15 :	Saints' Day.
20 :	Municipal Holiday, Rio.	Sept. 7 :	National Day*.
Feb. - :	Carnival (Shrove Tuesday).	Oct. 30 :	After midday.
10 :	Carnival, until midday.	Nov. 2 :	All Souls' Day*.
April - :	Good Friday.	15 :	Day of the Republic*.
21 :	National Holiday*.	Dec. 25 :	Christmas.
May 1 :	Labour Day*.		

* Only holidays marked thus are official holidays. Apart from Shrove Tuesday (Carnival, and Good Friday, it is usually only Government Departments and Banks which do not function on the remaining days.

Several other holidays are held by individual States or groups of States.

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world. The city sweeps half a dozen miles along the broken water-front of a narrow alluvial strip between the mountains and the sea. The rich green of the hillside contrasts with expanses of grey rock. The beauty of the panoramic tapestry woven by the rare combination of an aquamarine sea, studded with islands etched in white sand, waving palms and the tumbling green mountains which surround the city is matchless. The entry into Rio Harbour, whether by day or night, is a spectacle not to be forgotten.

The best known of these rocky masses are the Pão de Açúcar (Sugar Loaf Mountain, 1,230 ft.), and Corcovado, a jagged peak rising 2,300 feet from amongst the houses of the city. There are other heights, including Tijuca, the tallest point in the foreground, and 30 miles away rise the weirdly shaped Organ Mountains with their five "Fingers of God." Sugar Loaf is actually the highest peak of a low chain of mountains on the fringe of the harbour. Nature with prodigious artistry has shaped these massive crags into a colossal reclining figure known as the "Sleeping Giant," and Sugar Loaf represents his bent knee.

The city of Rio de Janeiro is worthy of its splendid setting. The promenade facing the sea is five miles long. Many of the buildings are palatial; the city squares are of great beauty, with bronze statuary, fountains, and luxuriant greenery. These pleasures are beautifully maintained, and the open-air life of the cafes adds constant liveliness and gaiety to the scene. The city is undergoing an extensive remodelling. The programme is to beautify the centre of the town, to construct buildings on the site of the Morro do Castelo, to reclaim the Sacco da Gloria, and reconstruct the east end of the town. The earth washed down from the Morro do Castelo now forms the peninsula of Ponto do Calabouço, upon which the Santos Dumont airport has been built. The Avenida Getulio Vargas, which traverses the city from east to west, has been opened.

Rio is one of the healthiest cities in the tropics, with a death-rate of twenty per thousand. The city proper occupies about 60 square miles: the Federal District 430 square miles. The population is 2,326,201. Trade winds cool the air, and the maximum temperature of about 90° F. is in February; the minimum, 60° F., in July. Sunstroke is uncommon. November-May is the rainy season, and the annual rainfall is about 44 inches.

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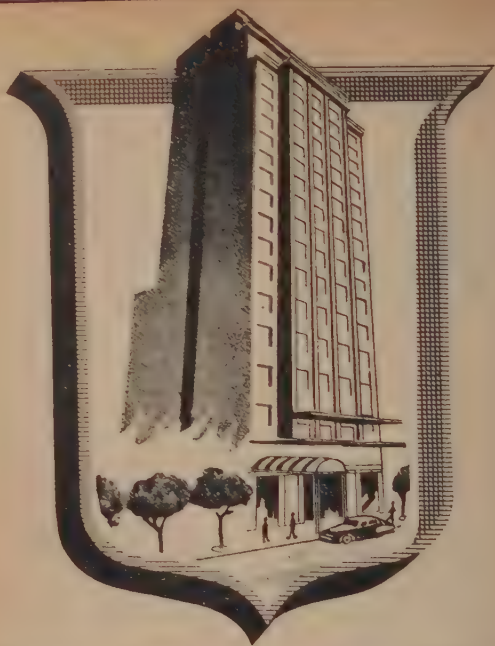
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History :—Rio de Janeiro was discovered on 1st January, 1502, by the Portuguese navigator, Gonçalo Coelho. The first settlement, however, took place on 10th November, 1555, when the French Huguenot Admiral, Nicolas Duran Villegaignon, entered the harbour with two well-armed vessels and landed on Lage Island. This was shortly afterwards abandoned in favour of Sergipe Island (to-day Villegaignon), where a fort was built and given the name of Colligny, the protector of the projected colony.

In 1557, another expedition consisting of 300 men under Villegaignon's nephew, Bois le Comte, arrived at the settlement and the settlers began to take possession of the whole of the Bay and its surroundings. Thus matters continued until March, 1560, when Mem de Sá, third governor of Brazil, inflicted a serious naval defeat on the French forces, who were forced to abandon the Bay and seek refuge in the interior. When the victorious fleet had sailed away,

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however, the French returned and with the help of their Tamoyo Indian allies re-occupied and fortified their old settlements.

The Portuguese Government, wishing to occupy the harbour of Rio de Janeiro themselves, sent out Estacio de Sá with two galleons to assist his uncle, Mem de Sá, in founding a Portuguese colony there. At the end of February 1565, Estacio de Sá landed near the Sugar Loaf, and established a fortified settlement, to which he gave the name of São Sebastião. Inferior in force to the French, Estacio de Sá did not succeed in expelling the French settlers, but being joined by Mem de Sá with considerable reinforcements a complete victory was obtained over the French on 20th January, 1567, the anniversary of the patron saint of the Portuguese town. The Portuguese were now masters of the Bay, but Estacio de Sá was mortally wounded and died a month later.

Before returning to Baía, then the seat of government in Brazil, Mem de Sá transferred the nucleus of the Portuguese settlement from the neighbourhood of the Sugar Loaf to Mount S. Januario, which covered the site of what is to-day the Esplanada do Castelo, and nominated another nephew, Salvador Corrêa de Sá, to be captain of the new colony.

In spite of constant attacks by the hostile Indian tribes, the new city grew so important that in 1572 it was chosen as the capital of the Southern captaincies when Brazil was divided into two provinces by King Sebastião. In 1576, however, the Portuguese Government again decided to govern Brazil solely from the city of Baía. In 1608 the country was once more divided into two

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provinces, and Rio was once more the capital of the Southern captaincies. In 1676 it was made the seat of a bishopric.

On the 11th September, 1710, the French naval officer Jean François Duclerc landed at Guaratiba at the head of 1,000 men and marched towards the city, which he entered on the 19th. His force was surrounded, however, and capitulated. Duclerc was assassinated some months later. In 1711, Admiral Duguay Trouin, with eighteen sail, entered the port on 12th September and captured the city on the 22nd, largely owing to the conduct of the Governor, Francisco de Castro Moraes, who abandoned the town with the greater part of his troops and a great many of the inhabitants, and took refuge at Iguassú. After the sack of the city, the Governor returned and arranged to ransom the town for 1,000 cruzados, 100 cases of sugar and 200 oxen. The French Admiral, after a further stay of two weeks, sailed with his victorious fleet on 13th October.

Due to its admirable situation, the importance which the town had acquired, and the good administration of its Governors, Rio de Janeiro rapidly became the leading city in Brazil, and by Royal Patent of 27th January, 1763, became the seat of the Governor-General, with category of Vice-Royalty.

When the Portuguese Royal Court was transferred to Rio de Janeiro in 1808, the city made further rapid progress. Not only did its commerce expand, but a great many cultural institutions were founded.

The Court returned to Portugal in 1821, and in 1822 Brazilian Independence was declared. In 1834, Rio de Janeiro became an autonomous municipality and was declared capital of the Empire.

Hotels.

Without Board.

Name of Hotel	Address	Cables	Single Room	Double Room
Copacabana Palace	Av. Atlantica, Hobaleop 1702.		Cr\$180-260	Cr\$280-350
The Copacabana Palace Hotel and its new annexe, Copacabana Palace Apartamentos, have 525 beds.				
Without meals, but Continental Breakfast.				
Excelsior	Av. Copacabana 1800.	Excelotel	Cr\$170-200	Cr\$220-280
Miramar Palace ..	Av. Atlantica, 3668.	Mirapalace	Cr\$160-180	Cr\$220-280
Regente	Av. Atlantica, 3716.	Hotelregente	Cr\$120-180	Cr\$180-220

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Hotels (contd.)

Lancaster	Av. Atlantica 1470	Castorotel	Cr\$180-220	Cr\$220-280
Castro Alves	Av. N.S. Copacabana.	Aprimorado	Cr\$130-160	Cr\$160-190
Gloria	Praia do Russel	Gloriaotel	Cr\$120-180	Cr\$250
Novo Mundo	Praia do Flamengo	Mundotel	Cr\$120-150	Cr\$220-250
Ambassador	Rua Senador Dantas, 25.	Ambasshotel	Cr\$110-120	Cr\$170-180
Grande Hotel O.K.	Rua Senador Dantas, 24	Hotelok	—	—
Sao Francisco	Rua Visconde Inhauma, 95.	Modernotel	Cr\$80-120	Cr\$120-160
Serrador	Praca Getulio Vargas, 14.	Serhotel	Cr\$130-180	Cr\$220-240
Aeroporto	Av. Beira-Mar 280	Futuro	Cr\$120-160	Cr\$160-180
Olinda	Av. Atlantica, 2230.	Hotelinda	Cr\$110-180	Cr\$180-220
Luxor Hotel	Av. Atlantica, 618		(See page 237)	
	With Full Board.			
Riviera	Av. Atlantica, 4122.	Riviera	Cr\$180-220	Cr\$320-360
Central	Rua Barao de Flamengo, 2.	Centralotel	Cr\$125-220	Cr\$270-300
	Cruzeiro = 3d. (approx.)			

Cruzeiro = 3d. (approx.)

Hotels Copacabana, Excelsior, Miramar Palace, Regente, Olinda, and Riviera are on the sea front at Copacabana. The hotels Gloria and Novo Mundo face the harbour. The Hotels Ambassador, São Francisco (almost opposite Royal Mail offices), and Serrador, are in the centre of the City. Most of them have restaurants à la carte.

(For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Restaurants:—(Centre of town): A.B.I., Brahma, Confeteria Colombo, Tourist, Alba Mar, Casa Hanseatica, A Minhot, Aeroporto, Aljan, Savoya, and Heim. (In Copacabana): Copacabana Grill Lido and O.K. Restaurants. (Gavea Road): Joã.

Tea Rooms:—Confeitaria Colombo, Lallet, Cavé, Confeitaria Brasileira, Sorveteria Americana.

Conveyance:—The tramway service is singularly good and inexpensive and the routes followed allow most of the surroundings to be seen with ease. There are frequent motor omnibus services to all parts.

Motor-car Hire:—Taxi, Cr\$5,00 and 50 centavos for every 200 metres or 1 minute waiting. By the hour: Cr\$40,00 for first hour, and Cr\$7,50 each additional quarter hour.

Hill excursions:—By arrangement.

Motor Launch Hire:—Cr\$90 per hour between 7 a.m. to 4 p.m. Other times by arrangement.

Theatres:—Most of the playhouses are devoted to light amusements, but occasionally opera is staged at the Municipal Theatre, where there are concerts and recitals also during the winter season. Among theatres of note are the Rival, Fenix, João Caetano, Republica, Carlos Gomes, and Serrador. There are numerous first-class cinemas.

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Casinos:—There are three Casinos, the Casino de Copacabana, Casino da Urca, and Casino Atlantico, but gaming is no longer permitted. The Casinos still maintain restaurants with cabaret.

Travel Agents:—Wagon-Lits Cook, Av. Presidente Wilson, 164b; Exprinter, Av. Rio Branco, 66/74; American Express, Rua Mexico, 74b; Tourservice, Praça Mahatma Gandhi, 14 (Hotel Serrador Building); Bordallo Brenha, Av. Rio Branco, 87.

Points of Interest:—Two of the streets are particularly interesting. The Avenida Rio Branco, over a mile long and 108 feet wide, is now intersected by the Avenida Presidente Vargas, 4,400 metres long and over 90 metres wide, destined to become the city's main artery. From the waterfront it crosses the Rua Primeiro de Março and then divides to embrace the famous Candelaria Church. Then the reunited carriage-ways sweep across the Avenida Rio Branco in a magnificent unbroken stretch past the Central Brazil Railway terminal, with its imposing clock tower, until finally it incorporates the palm-lined canal formerly known as the Avenida Mangue. The Avenida Rio Branco is lined with ornate buildings—clubs, banks and steamship offices, some hotels and public buildings, the School of Art, National Library, Municipal Council Chamber, Supreme Court and Municipal Theatre. The Rua Ouvidor, crossing the Avenida Rio Branco near its middle, contains the principal shops. Other shopping centres are the Ruas Gonçalves Dias, 7 de Setembro, Uruguayana, Republica do Peru, and a splendid new Arcade running from Av. Rio Branco to the Rua Gonçalves Dias. The banks are centred between Ruas Alfandega and 1 de Março. The Avenida Beira Mar, with its royal palms, bougainvilleas and handsome villas,

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coasting the Botafogo and Flamengo Beaches, is one of the most beautiful drives. Three tunnels lead to the Avenida Atlantica, on the Copacabanka Beach, the celebrated bathing-place. There are fine views along the Avenida Niemeyer, 125 feet above the sea.

The British Subscription Library, in the Rua Washington Luis, was founded in 1826. Visitors may join as temporary subscribers at special rates.

PUBLIC BUILDINGS.

The NATIONAL LIBRARY (Bibliotheca Nacional), in Avenida Rio Branco was founded in 1810. Its first collection came from the Ajuda Palace in Lisbon, but to-day it houses over 500,000 volumes and many rare manuscripts. One of its rarities is a latin bible on parchment, printed in Mayence in 1469. It has also a first edition of the Lusiadas of Camoens, printed in 1579. The library is open from 10 a.m. to 10 p.m. on week-days, and 11 a.m. to 3 p.m. on Sundays.

The NATIONAL SCHOOL OF ART, on the Avenida Rio Branco, houses some eight hundred paintings and sculptures, both ancient and modern, and some thousand direct reproductions of the old masters. Once a year, in August, a Brazilian exhibition of paintings, sculpture, engraving, architecture and decorative arts is held at the School—a testimony of the flourishing state of the arts in Brazil to-day. The School is open daily from noon to 5 p.m., except on Mondays and national holidays.

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The MUSEUM OF RETROSPECTIVE ART is housed in the Lyceum of Arts and Crafts, Avenida Rio Branco (in front of the Palace Hotel). It contains pictures, porcelain, and such furniture and articles of domestic use as were current in olden days in Brazil.

The BRAZILIAN ACADEMY, on Av. Presidente Wilson, is a replica of the Petit Trianon, given to Brazil by the French Government after the Centenary Exhibition. The Brazilian Academy of Letters was founded in 1897 by the writer Machado de Assis. A millionaire bookseller made the Academy his heir, and the interest on this legacy provides annual prizes for the best Brazilian works in prose, verse, and drama. The Academy is preparing an exhaustive dictionary of the Portuguese language.

The HISTORICAL MUSEUM (Praça Marechal Ancora) contains a most interesting collection of historical treasures, maps, pictures, arms and armour. The building itself is notable, for it was once the old War Arsenal of the Empire, part of which was built in 1767. It is open daily, from 11 a.m. to 5 p.m., except Mondays, and is well worth visiting.

The Historical Museum now houses the MILITARY MUSEUM AND NAVAL MUSEUM. There is a particularly large collection of paintings and prints in the Naval Museum, besides the more usual display of weapons and figureheads.

The NATIONAL MUSEUM in the Quinta da Boa Vista is one of the most important scientific establishments in South America. Up to the proclamation of the Republic the building was the home of the Emperors of Brazil. In the entrance hall is the famous "Bendego" meteorite, which was found in the State of Bahia in 1888. It is, so far as is known, the largest metallic mass ever to fall on earth. Its original weight, before some of it was chipped, was no less than 5,360 kilos. Besides several foreign collections of note, the Museum contains Brazilian ethnographic collections of Indian weapons, dresses, utensils, etc., and a very rich collection of minerals. There are still other collections of birds, beasts, and fishes.

The GALERIA GETÚLIO VARGAS museum (13th floor of the Ministério de Trabalho, Indústria e Comércio, Esplanada do Castelo, 251 Av. Presidente Antonio Carlos) is open daily (11 a.m. to 4 p.m., 9 a.m. to 11.30 a.m. on Saturdays), except Sundays and holidays.

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THE AGRICULTURAL AND COMMERCIAL MUSEUM. It was created to serve as a guide to the economic possibilities of the country. The varied exhibits reveal the whole process of the conversion from raw materials into finished. There are beautiful displays of silks, laces, cloths, carpeting, ropes, eatables, drinks and medical preparations, and various manufactures which have tobacco, glass, wood, rubber, wax, essential oils, and resins as a base. The Museum gives, in fact a rapid bird's eye view of the total economy of a vast country.

THE NATIONAL OBSERVATORY is on São Januário hill, in the São Christovão district. It was founded as early as 1827.

THE FEDERAL SENATE, known as the Monroe Palace, at the end of Avenida Rio Branco.

THE FEDERAL CHAMBER OF DEPUTIES, also known as the Tiradentes Palace, after the Martyr of the Republic whose statue faces the building, is in the Rua da Misericórdia. It is a handsome, modern construction inaugurated in 1930.

HOUSE OF RUI BARBOSA, Rua São Clemente, 134, Botafogo, former residence of this great Brazilian jurist and statesman, whose artistic and cultural relics it contains. Open from 11 a.m. to 5 p.m. daily, except Thursdays and Sundays.

ITAMARATY PALACE (Brazilian Foreign Office) contains much interesting old furniture, tapestry and other objects of art. Tourists should obtain permission from the Ministry to view.

CATTETE PALACE (Government House) was formerly the residence of the Barão de Nova Friburgo. It is now used for Cabinet Meetings and official receptions.

GUANABARA PALACE, formerly the residence of the Princess Isabel, is now the private residence of the President, and is also used for putting up distinguished foreign visitors.

CHURCHES.

Amongst the most interesting are the following :—

The Cathedral Church of São Sebastião, patron saint of the city which was known in Colonial days as "the Loyal and Heroic City of S. Sebastião."

The Church of Our Lady of Candelaria, in the Rua da Candelaria, is well worth a visit in order to see the beautiful interior decorations and paintings. The Church was founded in 1635, but the present building dates from 1775.

The Church of the Convent of Santo Antonio, Largo da Carioca, contains the tombs of the first Empress of Brazil, D. Leopoldina de Habsburgo e Lorena and of the Infante D. Pedro de Bourbon. The crypt also contains the tomb of a Scottish soldier of fortune known as "Wild Jock of Skallager." He was in the service of the Portuguese Government when it was seated in Brazil during the Napoleonic War, and had the distinction of being appointed the first Commander-in-Chief of the Army in Brazil.

The Church of the Capucine Friars, in the Rua Haddock Lobo, contains the tomb of Estácio de Sá, founder and first governor of the city of Rio de Janeiro.

The Church of Outeiro da Glória, in the Ladeira da Glória, contains some very fine specimens of 17th century Portuguese tiling.

The Church of Our Lady of Glory, in the Praça Duque de Caxias, is sumptuously decorated. It is at present undergoing extensive remodelling but when completed will be one of the finest churches in South America.

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The Church of the Monastery of São Bento, entrance in Rua São Bento. Richly decorated interior, and also contains many valuable relics.

Christ Church (Anglican), formerly in the Rua Evaristo da Veiga, is now in the Rua Real Grandessa, Botafogo.

The Chapel of Our Lady of Mercy (for English speaking Catholics) is in the Rua Marquez de Abrantes.

The Union Church of Rio de Janeiro, American non-denominational, is in the Rua Paula Freitas, Copacabana.

Positivist Church of Brazil maintains a Temple of Humanity at Rua Benjamin Constant, 74.

PARKS, SQUARES AND MONUMENTS.

The city abounds in open spaces and squares, many of which have ornamental gardens and statuary :—

The BOTANICAL GARDENS, founded 1808, are open daily, 7 a.m. to 6 p.m. They are reached by trams 12, 13, or 14 from Largo da Carioca, fare 80 centavos ; there are also several bus services from Avenida Rio Branco, fare Cr\$2.00. The most striking features are the transverse avenues of 100-ft. palm trees. There are over 6,000 varieties of plants, a museum, herbarium, aquarium, and library. There are Victoria Regina water-lilies of 21 ft. circumference.

The QUINTA DE BOA VISTA, formerly the Emperor's private park, contains many specimen trees. The Palace now houses the National Museum and is open (Mondays excepted) from 10 a.m. to 5 p.m. Can be reached by several tram and omnibus routes.

The ZOOLOGICAL GARDENS, which contain good examples of Brazilian and imported wild animals, and a fine collection of birds, are now in the Quinta de Boa Vista.

TIJUCA FOREST, a large area of unspoiled forest and tropical vegetation, maintained by the Municipality, with excellent motor roads and bridle paths. Covers the heights of the Tijuca mountains.

PARQUE DE CIDADE. A pleasant park a short walk beyond the Gavea Tram terminus. Previously the grounds of the home of a very wealthy family, by whom it was presented to the City.

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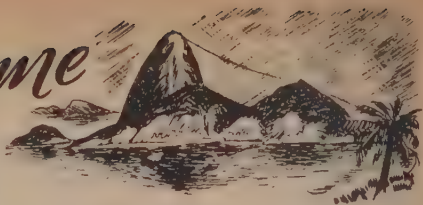
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PRACA DA REPUBLICA and CAMPO DE SANT'ANNA is an extensive and picturesque public garden in the centre of the city. The square contains a monument to Benjamin Constant, one of the founders of the Republic.

The PASSAGEO PUBLICO, turn right at end of Avenida Rio Branco, is a garden planted by the artist Mestre Valentim, whose bust is near the old former gateway.

PRACA MAUA, cross immediately landing from the steamer, contains monuments to the Barão de Mauá, great industrialist, and Teixeira Soares, famous Brazilian engineer.

LARGO DE SÃO FRANCISCO. There will be found a historic church, and a statue to José Bonifácio, one of the patriarchs of the Independence.

PRACA 15 DE NOVEEMBRO has a statue to the Marquês do Herval, one of the heroes of the Paraguayan War. There is also an ancient fountain from which water for ships was formerly drawn, and statues of General Osório and Buarque de Macedo.

ESPLANADA DO CASTELLO, with its monument to the Barão do Rio Branco, is the centre of a new district on ground reclaimed from the Castello Hill, which is being rapidly built up with modern offices, including Government Departments.

PRACA INDEPENDENCIA has a statue to D. Pedro I, first Emperor of Brazil, who proclaimed the independence of the country.

PRACA MAHATMA GANDHI, at the top end of Avenida Rio Branco, is flanked on one side by a mass of tall modern buildings forming the cinema amusement centre of the city. The square itself is laid out with ornamental gardens, and has a massive statue of Marshal Floriano Peixoto, famous Brazilian soldier, who, as the second President, did much to consolidate the Republic. There is also a bust of Dr. Paulo de Frontin, notable Brazilian engineer, who cut the Avenida Rio Branco and carried out many other notable feats of engineering destined to modernise the town.

PRACA PARIS, built on reclaimed ground in the Sacco da Gloria, and laid out by the famous French town-planner, Professor Agache, is much admired by tourists for the beauty of its formal gardens and illuminated fountains. At the Avenida end of the gardens is a magnificent equestrian statue of Marshal Deodoro da Fonseca, one of the founders of the republic and its first president.

PRAIA DO RUSSELL, at the side of the Praia Flamengo, contains a monument to Admiral Barroso, victor of the Battle of Riachuelo, and another commemorates the opening of Brazilian ports to foreign shipping.

In the LARGO DA GLORIA, between Praça Paris and Praia do Russell, there is a

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very fine monument to Pedro Alves Cabral, the Portuguese navigator who discovered Brazil in 1500.

The LARGO DO MACHADO is the traffic centre for the tramway services to the southern suburbs. It adjoins the Praça Duque de Caxias, which contains an equestrian statue of the Duque de Caxias, one of Brazil's famous soldiers.

In the PRAIA DO FLAMENGO there are statues of a Scout, presented by the Republic of Chile, and the Aztec chieftain Chautemoc, presented as a token of esteem to Brazil by the people of Mexico.

At the beginning of the PRAIA DO BOTAFOGO there is a monument to Admiral Tamandare, the Brazilian "Nelson" and another to Francisco Passos, one of the greatest Lord Mayors of Rio de Janeiro. He was largely responsible for making Rio de Janeiro into a modern city. At the farther end of the Praia do Botafogo, just before turning into the Avenida Pasteur, there is a bust of that famous French scientist.

Clubs:—Jockey, Avenida, Rio Branco, 193; Naval, Avenida Rio Branco, 180; Militar, Avenida Rio Branco, 251; Associação Brasileira de Imprensa, Rua Araújo Porto Alegre, 71; Rotary, Avenida Nilo Peçanha, 155; Automovel, Rua do Passaro, 90; Cultura Artística, Largo da Carioca, 5; Engenharia, Ruado Passeio 90 2nd floor; 40 Club, Rua Alvaro Alvim, 24 (2nd floor); Touring Club do Brasil, Praça Maua; Rio de Janeiro Country Club, Avenida Vieira Souto, Ipanema; Gavea Golf and County Club, Gavea; Itanhangá Golf Club, Jacarepagua.

SPORTS CLUBS.

Paysandú Athletic Club (British and American)—Tennis, bowls.

Leme Tennis Club (British and American)—Tennis.

Rio de Janeiro Country Club (British, American and Brazilian)—Tennis and swimming.

Gavea Golf and Country Club (British, American and Brazilian) Golf and polo.

Itanhangá Golf Club (British, American and Brazilian), visiting cards from Avenida Rio Branco 26, 16th floor. Tel.: 43—2175.

Fluminense Football Club—Football, basketball, swimming, shooting, athletics, tennis and water polo.

Vasco de Gama—Football, basketball, water-polo, rowing, athletics and tennis.

Flamengo—Football, basketball, water-polo, rowing, swimming, tennis, fencing, athletics, gymnastics, volley-ball and aviation.

Botafogo—Football, tennis, basketball, athletics and rowing.

Tijuca Tennis Club—Tennis, basketball, volley-ball, swimming, water-polo, gymnastics.

America—Football, basketball, volley-ball, tennis, athletics.

São Christovão—Football, basketball, tennis.

Guanabara—Rowing, swimming, water-polo, fencing.

Club Hippico Brasileiro—Riding.

Fluminense Yacht Club—Yachting.

Jockey Club—Horse Racing.

Sacopan, Lagôa Rodrigo de Freitas—Fishing.

Addresses:—

Australian Legation, 82, Praia do Flamengo, Ap. 906.

British Embassy, Praia do Flamengo, 284.

Canadian Embassy, Avenida Presidente Wilson, 165.

U.S. Embassy, Avenida Presidente Wilson, 165.

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TELEGRAMS: "CAIRO"

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British Consulate General, Avenida Rio Branco, 4, 9th floor.
 U.S.A. Consulate General, Avenida Presidente Wilson, 165.
 Bank of London and South America, Rua da Alfandega, 29-31, 33-35.
 Y.M.C.A., Rua Araujo Porto Alegre, 36.
 The British Council : Edifício 7 de Setembro, Av. Churchill 129, 10th floor.
 British Chamber of Commerce in Brazil, Av. Rio Branco, 53.

Caixa Postal 56 (Telegraphic Address : "Chambritt. Riojaneiro.")
 American Chamber of Commerce for Brazil, Avenida Graça Aranha, 182.
 British Church, Rua Real Grandeza, 99.
 British Library, Rua Washington Luís, 39, 2nd floor.
 Royal Mail Line, Avenida Rio Branco, 51-55.
 Strangers' Hospital, Rua General Gois Monteiro, 188.
 Union of S. Africa, Consulate-General, Av. Presidente Wilson, 165.
 Rotary Club, Edifício do Castello, Av. Nilo Peçanha, 155.
 Mission to Seamen, Rua Marquez de Abrantes 165, Botafogo.
 Seamen's Hostel, Rua Marquez de Abrantes, 165, Botafogo.
 British Primary School, Rua Real Grandeza 99.
 Sociedade Brasileira de Cultura Inglesa, Av. Graça Aranha, 327. 5th floor.
 St. Andrew's Society, Avenida Rio Branco, 66-67.

Banks :—Royal Bank of Canada ; Banco Holandes Unido, Rua Buenos Aires 9-13 ; National City Bank of New York, Avenida Rio Branco, 83-85 ; Banco Lowndes, Edifício Esplanada, Rua Mexico 90 ; Bank of London & South America, Ltd. ; Banco de Crédito Real de Minas Gerais, S.A., Av. Rio Branco, 116.

Cables :—Western Telegraph Coy., Ltd. (British), Rua da Candelaria 19 ; All America Cables & Radio, Inc., Rua do Rosario 118. Branch Office : Copacabana Palace Hotel.

MARKETS :—"Mercado Novo," close to Praça 15 de Novembro ;
 "Flower Market," Praça Olavo Bilac. Visit early morning.

RAIL :—(1) Central Brazilian Railway to São Paulo, Santos, the South and the interior. (2) Leopoldina Railway to Petrópolis, Terezópolis. Victoria and the North. (3) Rio do Ouro. (4) Corcovado.

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ROADS :—To São Paulo, 300 miles ; to Petrópolis, 39 miles, Juiz de Fora and Belo Horizonte. A new road, 62 miles shorter than the old, has been built to São Paulo, which can be reached in six hours.

Excursions near Rio de Janeiro.

CORCOVADO (Hunchback Mountain), by tram No. 3, "Aguas Ferreas," from Largo da Carioca, fare, 40 centavos ; or bus No. 110 (Grajaú-Laranjeiras) from Avenida Rio Branco, fare Cr. \$1.50, to Corcovado rack railway station in Rua Cosme Velho. Return fare by rack to the summit, Cr. \$9.00. Regular trains to the summit at 10.30 a.m., and 2.00 p.m.

There is a superb view from the mountain (2,329 ft. high), to which a motor road has now been opened. A gigantic figure of the Christ stands on the summit.

PÃO DE AÇÚCAR (Sugar Loaf Mountain), (1,230 ft.), by tram No. 4, "Praia Vermelha," from Largo da Carioca, (behind Hotel Avenida), or bus No. 13, Clube Naval, a little lower down Avenida Rio Branco, to Praia Vermelha, where the cable railway station is. Return fare to the summit of Sugar Loaf, Cr. \$12.00. Cable cars every half hour. The car carries 15 passengers. The bird's eye view of the city and its beaches is very beautiful.

COPACABANA, a celebrated bathing place, is reached by trams 12, 13, or 14 from Largo da Carioca, fare 80 centavos ; also by several bus services from Avenida Rio Branco, fare Cr. \$2.00. In the Avenida Reina Elizabeth is a bust of King Albert of Belgium, to commemorate his visit just after the 1914-18 war. Population, 134,528.

TIJUCA FOREST, by tram "Muda" or "Tijuca" from Praça 15 de Novembro ; change at terminus to "Alto Boa Visto" tram ; (return fare, Cr. \$2.20), thence by motor-car or foot. The best way is by motor from the city. The view from the peak of Tijuca (over 3,000 ft.) gives a good idea of the tropical vegetation of the interior, together with a capital sight of the bay and the shipping of the port. Picturesque cascades and grottos may be visited on foot.

TEREZÓPOLIS (3,000 ft. above sea-level) is much visited in the summer months for its bracing air and panoramic views. Trains start from Barão de Mauá station and arrive in about 3 hours. The

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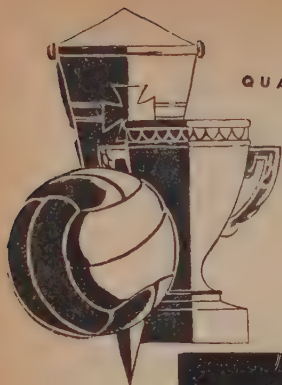
Rua Barão de Paranapiacaba,
24, 5th floor
Telephone : 3-4710

SÃO PAULO

Branch :

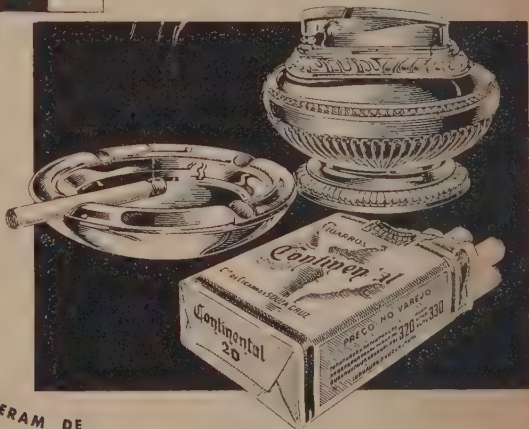
Rua Visc. de Inhauma,
134, 1st floor
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roads in the neighbourhood are suitable for motoring, and one is open to Petrópolis. Population, 14,900. Golf Club.

Hotels :—Rizzi, Varzea Palace, Pinheiros, Novo, Fazenda da Paz.

PETRÓPOLIS (2,800 ft. above sea-level), a favoured summer hill resort, is reached by bus (half hourly from Praça Mauá, all day excursion fare, Cr. \$19.00 each way); or from the Leopoldina Railway Station, whence trains leave for Petrópolis, the fastest making the journey of 60 miles in 1½ hours. For the first hour the line is fairly level; from Raiz da Serra a rack locomotive hauls the train for thirty minutes through most interesting scenery. Petrópolis is the "Simla" of Rio, with numbers of picturesque private residences, largely occupied by people from the capital. It was at one time the seat of Dom Pedro I. Now it combines manufacturing industry with floral beauty and hill scenery. Population, 61,843. Golf Club.

Hotels :—Quitandinha. Grand, Palace, Central, Magestoso, Cremerie.

NITERÓI, across the bay by ferries, is a residential quarter with 174,500 population, handsome provincial Government buildings and fine private houses. The bathing is excellent. Many British and American families live here. Clubs: The Rio Cricket and Athletic Association (cricket, tennis, bowls, Rugby and Association football), the Rio Sailing Club.

To reach Niterói from Rio de Janeiro, turn left from Avenida Rio Branco, down Rua Ouvidor or Sete de Setembro for the ferry station at Praça 15 de Novembro. Frequent launch services across the bay to Niterói, fare Cr.\$2.00. Thence by tram or bus to Canto do Rio for Carai beach, (fare Cr.\$1.00), or by tram to São Francisco beach (fare Cr.\$1.00).

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NOVO FRIBURGO, (2,800 ft. above sea-level), popular watering place during summer months. It can be reached by train from Rio de Janeiro or Niteroi in 4 to 5 hours, or by bus from Niteroi in 3 hours. Population, 29,258.

Hotels :—Central, Magnifico, Gloria, Floresta, Sans Souci.

PAQUETÁ AND GOVERNADOR Islands in Rio de Janeiro Bay, can be visited by ferry services from Praça 15 de Novembro. Fare, Cr. \$2.00 each way. The former is exceptionally picturesque. Governador Island is now joined to the mainland by a bridge which links the new Rio-Petrópolis road (Avenida Brazil) with the Galeão airport in the island. Galeão is the airport for the main international lines.

Santos, the leading coffee port of the world, 200 miles south of Rio de Janeiro is the natural gateway for the foreign commerce of the thriving state of São Paulo. It is reached from Rio by ocean steamers in 12-15 hours. An excellent railway and a good highway connect it with São Paulo (62 Kilms.). A Free-Port Zone for Paraguay has been established at Santos.

The port is three miles from the open sea and is approached up the winding Santos Channel, with views of palm-dotted flat shores and irregular hills in the background. São Paulo City is reached by traversing these hills; there are fine views of Santos during the journey. The plain upon which Santos, a city of 201,739 stands, is an island which can be circum-navigated by small boats. The extensive wharves are very active. The city has been improved in recent years by modern buildings, wide, tree-lined avenues, and wealthy suburbs—outward signs of the prosperity of its inhabitants. The night-life can best be seen within an area known as the "Gonzaga," which has the large hotels and several good picture houses. Although best known for its commerce, Santos has a considerable local fame as a holiday resort. Visitors coming from inland towns and neighbouring countries are attracted by the magnificent beaches and views, set in tropical splendour. Santos itself is a sea-port, and like most sea-ports, not very imposing; one must travel into the suburbs to appreciate the beauty it has to offer.

There are fine monuments, including one in Avenida Ana Costa, to commemorate the brothers Andradas, who took a leading part in the movement for independence, attained in 1822. There are others in the Praça Rui Barbosa and Praça da Republica, the first

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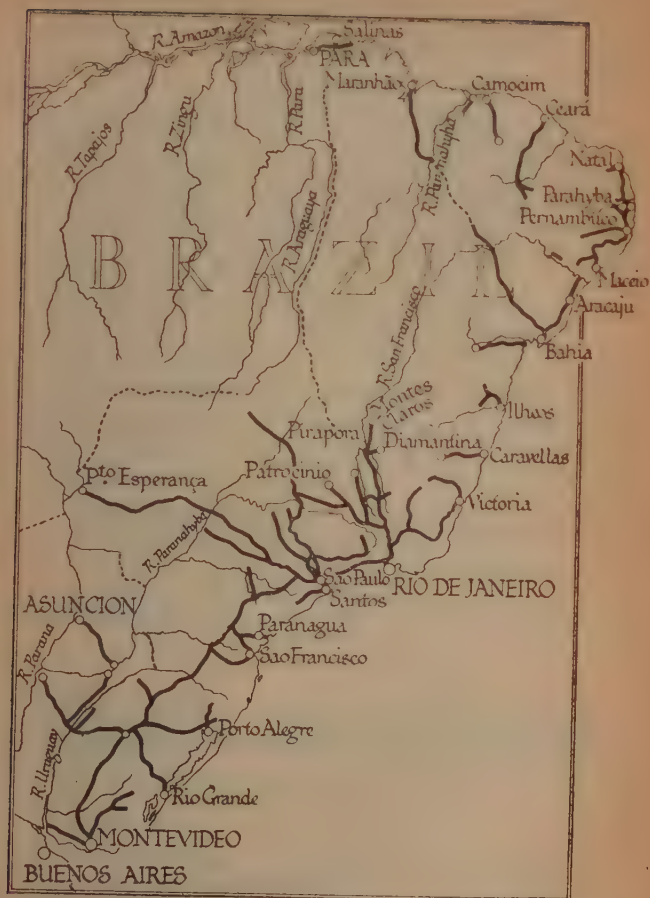
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*Parque Balneario	Gonzaga (sea-front)	500	200/300,00	400/550,00
*Atlantico	Gonzaga sea-front	400	160/250,00	290/370,00
Metropole	José Menino	120	100/140,00	200/250,00
Grande Hotel				
Martini	José Menino sea-front	300	100/150,00	200/350,00
Ritz	Gonzaga	100	80/125,00	160/200,00
Palace	José Menino sea-front	144	90/130,00	160/250,00
Avenida Palace	Gonzaga sea-front	250	120/250,00	210/380,00
Bandeirantes	Gonzaga sea-front	106	100/120,00	180/220,00
Belvedere	Gonzaga sea-front	100	85/120,00	170/240,00
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Washington		60	70,00	130,00
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NOTE :—All the above hotels increase tariffs by 20-30%, during Carnival week, Easter week, July, and from the 15th December to 15th February. Tariffs quoted above include all meals, with the exception of the Ritz Hotel, which is for bed and breakfast. Starred hotels have night clubs.

Restaurants :—Restaurante Marreiros, rua Senador Feijó, 4 ; A Bodega, rua Visconde de São Leopoldo, 13 ; Bar Boêmio, Praça da Republica, 65 ; Atlantico Bar, next to Atlantico Hotel ; Casa Hesperia, Praça Rui Barbosa, 22-24 ; Galeria Odeon, rua Frei Gaspar 54 ; Restaurant Ibicaba, rua Carlos Alfonso 4.

(For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

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Motor-Car Hire :—Motor-cars can be hired on the quay side. For short journeys the fare now varies from 15 to 30 cruzeiros. Excursions to São Paulo, lasting seven hours, should not cost more than Cr. \$550.

Royal Mail Line :—Royal Mail Agencies Brazil, Ltd. ; Rua 15 de Novembro, 190.

British Consulate :—Largo Senador Vergueiro, 2, first floor.

Cables :—Western Telegraph Co., Ltd. British, Largo Senador Vergueiro 1 and 2. All America Cables & Radio Inc., Rua 15 de Novembro, 141. Radiotelegrafica Brasileira Brazilian, rua 15 de Novembro, 46, also operates International Radiotelephone Service ; " Italcable " Servizi Cablografici Radiotelegrafici e Radioelettrici, rua 15 de Novembro, 131/133.

Banks :—Bank of London and South America ; Royal Bank of Canada ; Banco Holandês Unido ; National City Bank of New York ; Banco do Brazil, all in the Rua 15 de Novembro ; Banco de Credito Real de Minas Gerais S.A., Rua Frei Gaspar, 26.

Exchange Houses :—Casa Bancaria Faro & Cia., rua 15 de Novembro, 80 ; Casa Bancaria J. Coelho & Cia., praça da Republica, 45 ; Casa Bancaria Branco & Cia. Ltda., praça da Republica, 30.

Bus Services :—Comfortable buses run an efficient service between the City and outlying suburbs. These buses start, in the majority of cases, from the Praça Maua, which is in the centre of the City. There are several bus services to São Paulo at intervals of approximately 15 minutes. This journey is done in one-and-a-half hours and the vehicles used are comfortable, efficient and

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 Campos Gerais
 Carangola
 Caratinga
 Carmo da Mata
 Cataguazés
 Conceição do Rio Verde
 Coromandel
 Conselheiro Lafaiète
 Curvelo
 Diamantina
 Estrela do Sul
 Governador Valadares
 Guarani
 Itabira
 Ituiutaba
 Juiz de Fôra — Séde
Rua Halfeld, 504
 Lavras
 Manhumirim
 Mercês
 Monsanto
 Monte Carmelo
 Montes Claros
 Muriaé
 Muzambinho
 Oliveira
 Ouro Fino
 Passos
 Pedro Leopoldo
 Poços de Caldas
 Pomba
 Ponte Nova
 Raul Soares
 Sacramento
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 São João del Rei
 São João Nepomuceno
 São Sebastião do Paraíso
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 Toribaté
 Tupaciguara
 Ubá
 Uberaba
 Uberlândia
 Viçosa
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Av. Portugal, 5 e 7
 DISTRITO FEDERAL
 Sucursal:
Av. Rio Branco, 116
 Agências:
Visconde de Inhaúma, 74
Praça da Bandeira, 141
Rua Leopoldina Rego, 52-A—Ramos
Estrada do Portela, 45—Madureira
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 Alegre
 Cachoeiro de Itapemirim
 Guaçuí
 Vitória
Rua Jerônimo Monteiro, 223
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 Anápolis
 Goiânia
 Ipameri
 Itumbiara
 ESTADO DO PARANÁ
 Curitiba
 ESTADO DO RIO DE JANEIRO
 Campos
 Miguel Pereira
 Miracema
 Niterói
Rua Visconde de Rio Branco, 527
 Paraíba do Sul
 Petrópolis
 Três Rios
 ESTADO DE SÃO PAULO
 Barretos
 Franca
 Santos
Rua Frei Gaspar, 26
 São José do Rio Preto
 São Paulo — *Viaduto Boavista, 80*
 Bom Retiro — *Rua Silva Pinto 209*
 Santo André — *Rua Senador*
Flaquer 59).

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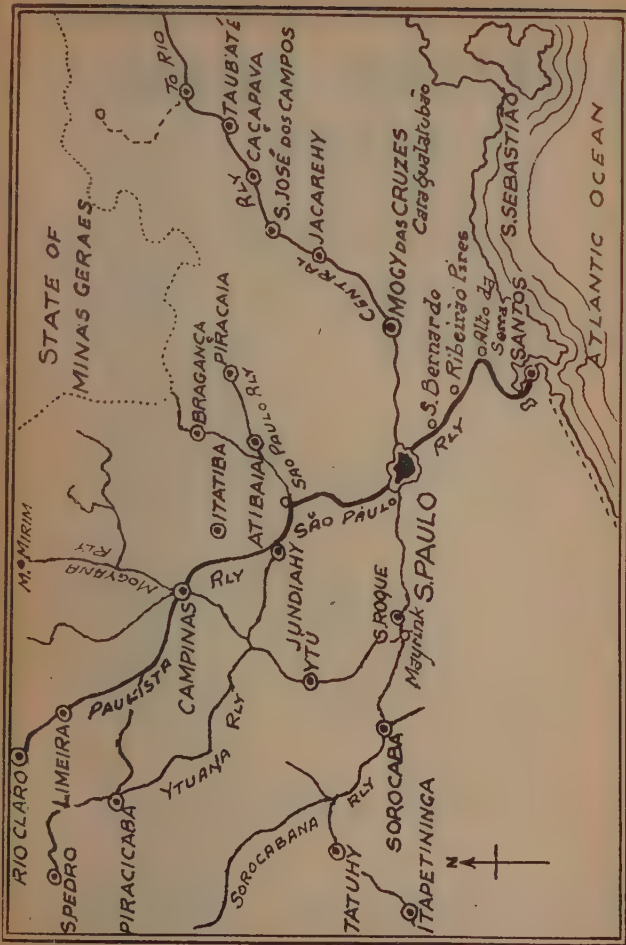
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To GUARUJÁ :—Leave at 9 a.m., motor along the Conselheiro Nebias to the sea front and continue along the beach to the Guarujá Ferry at Ponta da Praia. On the other side proceed as far as Turtle Bay. Lunch at Guarujá. Leave at about 2 p.m., returning by car ferry and proceed along the front to the Orchid Gardens in the Praça Washington at José Menino (the flowering season is from October to February). From this place proceed to Santa Terezinha, a hill near José Menino, known as the Santos Switzerland, from the top of which there is a magnificent view of the surrounding country and ocean. Return to the ship *via* the Avenida Ana Costa, arriving on board about 5 p.m.

There is also a passenger ferry boat to Guarujá which is met by an electric train on the other side. The ferry boat leaves the Docks Warehouse No. 6, near the centre of the town, and the single fare is Cr.\$2.50.

The following excursion is also recommended : Starting at Quay to Santa Terezinha (from which point an enchanting view of Santos can be obtained), Praia Grande, Ponta da Praia and back to quay. Time required approximately 2 hours. Fare about Cr.\$250.00.

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NOTE :—Passengers who wish to visit the City are advised to take a taxi to the centre, since passenger vessels are berthed some considerable distance from these points. The taxi charges are for the car and not per person and visitors are strongly advised to arrange the price before setting off.

São Paulo, the second of Brazilian cities, and the third in South America, has a population of about 2,041,716. Standing at an elevation of nearly 3,000 ft., its temperature is moderate and its air bracing. The shape of the town is an irregular polygon. The centre embraces the districts of Rua Direita, Quinze de Novembro, São Bento, and Praça Antonio Prado. This is the hub of the city, and is continually extending into new districts, where fine buildings are growing up. Many wide Avenues have recently been driven through crowded areas of narrow streets. The most notable is the five traffic way, Anhangabahú, in the centre of the city, which leads into the Avenida 9 de Julho, proceeding through double tunnels to the outskirts of the city. São Paulo now covers an area of 622 square miles.

São Paulo bears the impress of energy. The streets are lit by high powered electric lamps; the water supply is excellent; the electric tramways service is one of the best in Brazil, and is supplemented by many buses. Three suburbs, Braz, Moóca and Lapa, are given up to manufacture and the homes of the factory workers. The commercial quarter, containing the banks, offices, and shops, is contained within a central district known as the Triangle, and this

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becomes increasingly the commercial centre of the country. This centre is the surest index of the progress of the city and of the State.

Close to the viaduct that leads to the smart and sunny Praça do Patriarcha, can be seen the magnificent headquarters of the São Paulo Tramway, Light and Power Co., Ltd., an imposing building conceived in the classic style. It faces the Conde F. Matarazzo building, covered entirely with white Carrara marble. Looking over the viaduct to the commercial centre the landscape is dominated by the great pile of the Bank of the State of São Paulo with its 32 storeys and a turret, (529 ft. high), and the Martinelli building, twenty-five storeys high. From the top of these buildings (permission for a visit is given) there is a wonderful view of the surrounding country.

The picturesque public garden, Jardim da Luz, with its gorgeous flowers, is immediately opposite the handsome Luz Railway Station. The Largo do Palacio is the site of the chief public buildings. The Viaducto do Chá, which bridges a pleasing park, leads to the Theatre Municipal, a building of great size and magnificence. The Avenida Paulista is lined with mansions of great interest and is traversed en route to the famous Butantan Institute or "snake farm." About 10 minutes' walk from the centre of the city is the fine new **Municipal Market**, covering an area of 27,000 square metres. This majestic building in concrete, with its fluted pillars and stained glass windows, is one of the sights of the town. Sections are devoted to the sale of all kinds of fruit, vegetables, fresh meat, groceries, fish, birds and flowers. The visitor is impressed by the many up-to-date arrangements for his service and comfort, ranging from a telephone service at each stall to the powerful pumping system whereby the market is washed daily with water drawn from three big reservoirs. The Saturday market in Largo do Arouche is also interesting. A new Municipal Library, 15 storeys high, and the Art Gallery at 11 de Agosto, are well worth visiting.

The new **Municipal Stadium** in the Pacaembú valley, a new and flourishing residential district, is well worth a visit. Built on Olympic lines, in an area of 75,500 sq. mts. to hold 100,000 spectators, it is considered the most up-to-date sports arena in South America. Besides the flood-lit football ground, basket ball court and athletic tracks, there are also a covered gymnasium, open air and

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The Municipal and Santana are the principal theatres. The Marabá and the Oasis are the leading night Clubs.

Travel Agents *See*—Wagon-Lits Cook, Praça Patriarcha, 56; Esprinter, Praça Ramos de Azevedo, 131.

Excursions:—By making full use of trams and buses or the Auto-Lotacao (collective taxi), a number of interesting and inexpensive excursions can be made.

The **BUTANTIAN SNAKE FARM AND MUSEUM** (Instituto Soroterapico), just outside the suburb of Pinheiros, is the most popular tourist attraction in the city. On request the keeper will extract poison from a snake; the antidote made from the venom has reduced deaths by snake bite by 80 per cent in Brazil. It is open daily from 8 a.m. to 4 p.m.

The **MUSEUM PAULISTA** (Ypiranga), in the suburb of Ipiranga, is a white marble palace set in a beautiful park with coloured fountains and statuary gardens. Here is the famous Ypiranga Monument to commemorate the declaration of Brazilian independence from Portugal. Behind the Museum is the Ypiranga Botanic Garden. Open on Tuesdays, Thursdays, Sundays and holidays from noon to 4 p.m.

ELDORADO BEACH AND SETE PRAIAS, on the new Santo Amaro Lake, has good hotels, restaurants, bathing houses, rowing, and launch trips. Besides the usual trams and buses, the Hotel Terminus runs a station wagon to Sete Praias on Saturdays, 1 p.m., and Sunday 8.10 a.m., returning 5 p.m. Return, Cr.\$40.00.

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PARQUE AGUA BRANCA (Av. Agua Branca, 455), contains beautiful gardens with specimens of tropical plants, Brazilian birds and wild life. Pavilions house a well stocked aquarium, a zoo, and exhibitions of food produce.

HORTO FLORESTAL and PARQUE DA CANTAREIRA: a beautiful lake surrounded by park land. A museum shows specimens of Brazilian woods and the furniture made from them. (A tram to Cantareira Railway Station or a bus to within short distance of the park).

SANTO AMARO DAM (Old Lake), is 3 kilometres from the centre of Santo Amaro suburb. This a popular sailing and motorboat resort with several sailing clubs and many attractive cottages along the shore. There is a tram 30 minutes and a bus (30 minutes) to Santo Amaro. A tram goes from Santo Amaro to Socorro Station, 8 minutes' walk from the lake. There is a bus from Santo Amaro to the lake.

INTERLAGOS, which has an autódrome with 18 kilometres of track) is São Paulo's lake resort, on the Santo Amaro dam (splendid beach, bathing houses, a comfortable hotel for week-end and permanent guests). It can be reached from Santo Amaro by bus.

TO PICO DE JARAGUA, an excursion for those interested in climbing and in picturesque scenery. It lies between Taipas and Piratuba. Leave by Luz Railway Station for Taipas, 30 minutes. There is a walk of two kilometres to the foot of the hill before the climb begins.

Visits to fazendas and round trips by motor into the surrounding country are organized by the travel agencies. The "Good Roads Association" has drawn up six motor-car routes through the most interesting parts of the State. These routes are detailed in "São Paulo," the official year-book of the local British Chamber of Commerce.

THE STORY OF SÃO PAULO'S DEVELOPMENT:—Few people realise that in the heart of Brazil lies the quickest growing city in the world. So fast is it growing, and such is its potential for further growth, that it may well be the greatest city in South America by the end of the century. Its growth is due to many factors; the main one is that it is the capital of a state which is already the world's coffee centre, already stands fourth in the list of cotton producers, is already one of the largest meat packing centres in the Americas. In São Paulo City itself business booms: here are well-established and fast-growing industries—clothing, chemicals, cement, assembly plants, beverages, foot-wear, and a host of others. The City indeed represents that solid core of well based economy, industry, agriculture, export and import which lies behind the facade of romance which is usually associated in the visitor's mind with Brazil.

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A few years later, two Jesuit priests climbed the Serra do Mar and got to the Indian village of Piratininga, about 50 miles from Santos. On January the 25th, 1554, they founded the city which was to become later the capital of the state of São Paulo. The new town was given the name of São Paulo, in honour of the patron saint of the day.

The white population grew rapidly, and racial difficulties became acute. The Indians attacked the city strongly but unsuccessfully in 1580. The seat of the government was moved to São Paulo in 1681, and in 1711 the town was raised to the category of a city by decree of Dom João VI, King of Portugal.

São Paulo exerted a powerful influence in the movement which led to the independence of Brazil in 1822. It was, indeed, on the banks of the Ypiranga River, near the city, that Prince Dom Pedro uttered his famous cry : "Independence or Death," on September 7th, 1822. São Paulo was again to the forefront in the movement which led to the proclamation of the Brazilian Republic on November 15th, 1889, when it became one of the twenty states of the Brazilian

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The City, set at 800 metres above sea-level on the heights of the plateau of the Serra do Mar, was always famed for its pleasant and healthy climate. (The annual temperature averages 69.3 degrees F. for the warmest months and 57.9 degrees F. for the coolest.) It was this climate which attracted the large number of Portuguese and Spanish immigrants—the climate and its geographical position, for the city lay between the port of Santos and the hinterland from which it bought and to which it sold goods. It offered the best chances of a quick fortune to the new comer.

In less than a century the little colonial village had turned into the world's fastest growing city. Consider : its population in 1920 was 579,033, to Rio de Janeiro's 1,000,000. In 1947 it was 1,776,000, against Rio de Janeiro's 1,994,000. In 1950, it was 2,041,716 a gain of 67 per cent. in 10 years', against Rio's 2,335,931. Its expansion continues at the rate of 80,000 a year. New building is at the rate of 40 units a day.

The industrial development of São Paulo is equally astounding. In 1935, its industrial output reached Cr.2,918,000,000. In 1940, this had more than doubled. And the city's income has more than trebled in ten years.

Now the reasons for this development. Its position, certainly, at the centre of so much agricultural wealth ; and its climate, which makes the Paulistas the most hard working and energetic people in Brazil. But there is another and a most important factor : the availability of endless power. In the absence of good coal and other fuel supplies, Brazil has to depend on hydraulic power for its energy. And São Paulo has close at hand (about 35 miles by transmission line) one of the world's greatest hydraulic developments.

Water falling on the plateau on which São Paulo is built forms rivers which flow towards the interior and finally reach the sea at Buenos Aires, 2,500 miles away. Cheap electrical power has been tapped by damming these two rivers into two huge artificial lakes—Lake Guarapiranga and the Rio Grande Reservoir. Each of these dams backs up about thirty miles of streams which originally flowed inland to the Paraná River. Turbines at the foot of a 2,160 foot drop are capable of generating 1,000,000 horse-power, about three times the power used to-day. This is the main source of power for São Paulo and Santos, though there are other hydraulic plants supplying both

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cities. The result has been that São Paulo, which accounts for about 40 per cent. of all Brazil's productive capacity, now consumes some 106 million k.w.h. a month.

(At the edge of Lake Guarapiranga a large garden city, Interlagos, is being built. Eventually this development will house about 6,000 people. It will have streets, parks, a beach, and boating facilities).

When one thinks of industry in Brazil, one automatically thinks of São Paulo, where industry is, fortunately, much more diversified than is usual in manufacturing cities. The leading industries are spinning and weaving, tanning, machinery, chemicals, paper, lumber, footwear, clothing, ceramics, building and construction materials. But there are developments in hand. One of them is the rapidly expanding industry of steel and machinery manufacture. Another is the possible establishment of an aluminium refining plant. There are high-grade bauxite deposits within easy reach of the city, and the necessary skilled technicians are available locally.

It must not be forgotten, however, that the city is linked indissolubly with the two great state productions—coffee and cotton. The State of São Paulo produces from 60 to 70 per cent. of all Brazil's coffee in its famous red soil, and over half its cotton. Other crops are rice, maize, castor-seed, bananas, oranges, and other fruits.

TRANSPORT :—A great factor in the development of São Paulo has been its rail-road facilities. The Central do Brazil connects São Paulo with Rio de Janeiro (498 kiloms.). The São Paulo connects it with Santos (74 kiloms.), and other centres *en route*. The Paulista, Sorocabana, and Mogyana railways connect São Paulo

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with the interior and with neighbouring states.

NEW BUILDING :—It was in 1933 that the Mayor of São Paulo, Dr. Prestes Maia, set forth a plan for developing and beautifying the city along modern lines. Since that time, his plan has largely been put into effect : ten or twelve viaducts have been built or are under construction ; the new twenty-storey Public Library has been inaugurated ; the Stadium, seating over 80,000 people, was put into commission ; the Tietê River, which flooded the city annually, has been curbed and controlled.

São Paulo Hotels.

	No. of Rooms	No. of beds	Single rooms	Double rooms
ESPLANADA facing Municipal Theatre	200	280	160 200/240	260 300/320
EXCELSIOR, Avenida Ipiranga 770	200	270	120/130	170/190
MARAHÁ, Avenida Ipiranga 757	78	150	100	160/270
TERMINUS, Avenida Ipiranga 741	71	140	100	110
SÃO PAULO, Praça da Bandeira 11	204	360	90/130	150/180
CINELANDIA, Avenida São João 613	70	140	45/65	75/95
PLAZA, Avenida São João 407	41	82	70	115
AMATIA, Rua Xavier de Toledo 250	42 apart. 18 rooms	98	80/100	120/130
GRAN PARÁ, Praça da Bandeira ..	42	80	70/90	90/120
INCA, Av. São João, corner of Rua Consel. Nebias	60 (Apart.)	140	50/70	90

These rates are quoted in cruzeiros. All charges are without meals, but with private bathroom, save for the Esplanada, whose tariff includes meals but whose first quotation is without bathroom. There is a restaurant à la carte at the Excelsior and Terminus.

(For announcements of local hotels and business houses see also the later section of this book. "Local CLASSIFIED ADVERTISEMENTS.")

Restaurants :—Mappin, Caverna Paulista, Caverna Santo Antonio, Palhaço, Pinguin, Freddy.

Tea Rooms :—Mappin, Yara, Candy (tea room and lunch), Selecta, Viennense, Viaducto.

Golf Courses :—There is an 18-hole golf course at Santo Amaro. At Pirituba, near Pirituba Station, is a sporting 9-hole course.

Rail :—The Estrada de ferro Santos a Jundiahy (ex São Paulo Railway to Santos and interior ; Paulista Railway into the coffee, fruit and cattle districts ; Central Brazilian Railway to Rio de Janeiro ; Sorocabana to Southern Brazil and Uruguay ; Companhia Mogiana to north east of the State and south of Minas Gerais).

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The dock quays are 1,480 metres long, divided as follows:

- (a) 175 metres for small and shallow draught craft;
- (b) 835 metres with eight metres of water at lowest tide;
- (c) 470 metres with ten metres of water at lowest tide.

struction ; to Cuiabá (Mato Grosso), *via* Rio Preto, open for 178 miles ; to Parana 228 miles, open most of the way ; to Bragança, 53 miles.

Addresses :

British Consulate, Rua Barão Itapetinga 93, 5th floor.

U.S. Consulate, Largo São Francisco 181, 4th floor.

British Chamber of Commerce of São Paulo and Southern Brazil, Rua Barão de Paranapiacaba 64. Caixa Postal 1621. (Telegraphic address : " Britchamb, São Paulo.")

American Chamber of Commerce for Brazil, Viaducto Boa Vista 67, 4th floor. Samaritan Hospital, Rua Conselheiro Brotero, 1486.

Sociedade Brasileira de Cultura Inglesa, Rua Jose Bonifacio, 110, and Avenida Higienópolis 449.

Banks :—Bank of London and South America, Rua 15 de Novembro, 165 ; Royal Bank of Canada, Rua 15 de Novembro, 240 ; Banco Holandês Unido, Rua da Quitando 101 & 114 ; National City Bank of New York, Praça Antonio Prado ; Banco do Brazil, Rua Alvares Penteado 112 ; Banco Brasileiro para a America do Sul, S.A. Rua 15 de Novembro, 213 ; Banco Auxiliar de São Paulo, Rua Boa Visto 68/74 ; Banco Comercial do Estado S. Paulo, Rua 15 Novembro, 336 ; Banco Comercio e Industria de S. Paulo, Rua 15 de Novembro 279 ; Banco Estado S. Paulo, Rua 15 de Novembro, 251 ; Banco S. Paulo, Rua 15 de Novembro, 347 ; Banco Mercantil de S. Paulo, Rua Alvarez Penteado, 165 ; Banco de Credito Real de Minas Gerais S.A., Viaduta Boavista, 80 ; First National Bank of Boston, Rua 3 Dezembro 50.

Cables :—All America Cables & Radio Inc., Rua da Quitando 100-106. Branch Office : Hotel Excelsior. Western Telegraph Co., Ltd. (British), Rua 15 de Novembro, 245 ; Branch Office : Hotel Esplanada.

Royal Mail Lines :—Praça Ramos Azevedo 264 (Ed. Hotel Esplanada).

Bahia :—Salvador-Bahia de Todos os Santos—to give the place its full title (or simply Salvador)—is the fourth city of Brazil. Population, 396,000. Founded in 1549, it was till 1763 the capital of Brazil. Many of the seventy churches, the fortifications, and some other buildings date from the sixteenth and seventeenth centuries. The commercial quarter and the picturesque market with its negro

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occupants are in the lower town, but Government buildings, shopping districts, and main residential quarters are on a small plateau 195 ft. above the lower city. The upper and lower towns are connected by motor roads as well as by four public lifts close to the Custom house. There are also two rack lifts on inclined planes farther down the city. The great centre of the cocoa and tobacco trades, famous for its cigars and cigarettes, Bahia has large exports of piassava, cocoa, coffee, hides, and general produce. Salvador is the capital of the State of Bahia. It is linked with Rio de Janeiro by a railway (2,278 kiloms.). The trip takes 72 hours.

Steep motor roads ascend to the upper city, where interesting drives can be taken along the Avenida, across Praça Castro Alves, past the São Bento church (rebuilt after 1624), the Instituto Geographico e Historico, São Pedro Fort (1646-1877), and the fine Praça 2 de Julio (also known as Campo Grande), with its Column. The route can be continued past the British Club, the Chamber of Deputies, the Victoria and the Graça church (rebuilt 1770), down the Barra Hill, past forts and the lighthouse at the bar, to Avenida Oceanica and along the sea front to the fishing village of Rio Vermelho. São Francisco, Church and the Cloisters (ladies not admitted) are especially worth a visit.

There is a road between Rio Vermelho and the airport; it runs picturesquely by the sea for about 8 miles before turning inland to the airport.

Landing :—Alongside the quays.

Hotels.

Name.	Address.
Palace Hotel	Rua Chile.
Hotel Meridional	Rua Chile.
Hotel Nova Cintra	Rua Chile.
Pensão Anglo-Americano	329, Victoria.

Conveyances :—Motor-cars, Cr.\$50 per hour, Cr.\$25 per half-hour or fraction thereof. Runs outside the city usually by mutual agreement. Trams : Cr.\$0.50; Lifts between upper and lower town, Cr.\$0.20.

Steamship Services :—Regular calls by the principal vessels to and from Europe and the States. National coastal steamers.

British Consulate :—Wildberger Building, Avenida Estados Unidos.

Cables :—Western Telegraph Co., Ltd. (British), Rua Portugal, 23. Sub-office : 2 Praça Azevedo, Fernandez, Barra.

Bank of London and South America ; Banco do Brasil ; Banco de Crédito Real de Minas Gerais S.A.

British Chamber of Commerce :—c/o British Consulate.

Royal Mail Lines, Ltd. (Agents : F. Stevenson & Co., Ltd.), Rua Argentina No. 1.

Belem (or Para), one of the handsomest of South American cities, 90 miles from the open sea and slightly south of the Equator, is the great port of the lower Amazon. The climate is hot (mean

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temperature, 79° F.), but frequent showers help to keep the streets clean. There are fine squares, broad and shady boulevards, a riotous vegetation, and handsome buildings. Population, 230,181. The Praça da Republica is the most considerable of the city squares. Here a tram may be taken to the Goeldi Museum, whose grounds include collections of palms and epiphytes and of Amazonian animal life. The Bosque beyond the Museum is a jungle park. The cathedral is eighteenth century, and the white marble Paz Theatre is one of the largest in the country. The commerce is largely in rubber, nuts, cacao and timber. The roads out of the city are indifferent. A railway leads to Bragança (144 miles) on the seaboard.

A vast drainage programme has been started to protect Belem from the flood waters of the Amazon and make it a more healthy city. A huge dyke is being built round three sides of the city along a course cut out from the jungle. The dyke will be an earth embankment high enough to cope with the worst floods on record. It will be fitted with flood-gates which will close automatically when the tide rises, and open when the tide is low to release any accumulated water from the frequent tropical showers. This, it is held, will be a model for similar undertakings throughout the Amazon Valley.

Landing :—Usually alongside.

Cables :—Western Telegraph Co., Ltd. (British), Boulevard Comandante Castilhos Franca, 83-87.

Bank of London and South America.

Hotels :—Grande Hotel, Praça da Republica, Cr.\$150,00 to Cr.\$200,00 per day ; Central Hotel, Av. 15 de Agosto, Cr.\$100,00 to Cr.\$120,00 ; Avenida Hotel, the same rates.

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British Consol :—Booth Building, 1st floor, Av. 15 de Agosto.

American Consol :—Av. Oswaldo Cruz 288.

Porto Alegre is 170 miles north of the deep sea port of Rio Grande, inside the Lagoa dos Patos, and lies at the junction of five rivers which flow into the Rio Guaíba, and thence into the Lagoa dos Patos, one of South America's largest fresh water lakes. It is the capital of the most southerly State of Brazil, Rio Grande do Sul, and the most important commercial centre south of São Paulo, with a population of 381,964. The Germanic element is still most marked in Porto Alegre and surrounding districts. At one time about 14 per cent of the population was German speaking.

Porto Alegre is rapidly becoming one of the most up-to-date cities in Brazil, with skyscrapers, new buildings and roads springing up on all sides. The panorama is delightful. The older residential part of the town is on a promontory of fair height, dominated by the Governor's Palace, the imposing stone cathedral under construction, and the two high white towers of the old church of Nossa Senhora das Dores. The granite cobblestone streets in the centre of Porto Alegre are famous for their undulations, and some have extremely steep gradients. Its tramway system has now been supplemented by frequent bus services to all the outlying suburbs. The climate is temperate, and the surrounding suburbs are found agreeable by an increasing number of visitors.

A large number of good concrete roads radiate from the City, and all weather roads are open to São Paulo (3 days) and Lajes (363 kiloms.). Delightful motor drives can be taken throughout the surrounding hills and along the lakeside. The landscape is very hilly and picturesque, in many ways resembling the European countryside.

Porto Alegre can be considered a port for ocean-going steamers up to a limited draft, fifteen feet six inches being considered the safe maximum. The channels at each end of the Lagoa dos Patos require constant attention and dredging to keep them open to shipping. Plans are afoot whereby these channels would be widened and deepened, to enable some of the larger vessels to reach Porto

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Alegre in safety. British, American and Continental Steamship Lines maintain regular services of cargo vessels to and from Porto Alegre.

Large areas of reclaimed land have been used for building, further areas are still being reclaimed and will be used to extend the present port facilities and quays.

There are two commercial landing fields and one airport, for this is the mid-way calling place for international air services between Rio de Janeiro, Montevideo and Buenos Aires.

Porto Alegre's most important industries are devoted to food products, textiles, metallurgy, chemicals and furniture. The chief exports are rice, timber, tobacco, cattle products and wine.

Hotels :—City Hotel, Grande, Novo Jung, Preto, Paz, Carraro and others.

Points of Interest :—The Racecourse, on which meets are held Saturdays and Sundays; The Country Club (picturesque 18-hole golf course and riding); the Parque Barroipilha, which includes a small zoo and botanical gardens; and a number of picture palaces and theatres. The city water works are one of the sights of Porto Alegre, attractively laid out with surrounding gardens.

Excursions :—Tristeza, Ipanema, Belem Novo, river bathing resorts served by bus routes; Belem Velho and Caxias (up in the hills—the latter being the centre of the Brazilian wine industry); Tramandahy, Imbe and Cidreira (on the Atlantic coast and two to three hours distant by road). Visitors should also drive to the nearby towns of São Leopoldo and Gravatahy, connected by concrete roads to the city, and to Novo Hamburgo (New Hamburg) originally populated by German settlers. Other bathing and holiday resorts (Alegria, Villa Elsa and Florida) are on the opposite side of the river, and easily accessible by river boats and car ferries.

Rail :—To São Paulo (4 days), Montevideo (2½ days), and Buenos Aires. Trains three times weekly to the north, and four times per week to the Argentine and Montevideo.

Coastal Steamers :—Brazilian passenger steamers to and from Rio de Janeiro and northern ports regularly; the trip takes about five days to Rio de Janeiro and up to 14 days to the northern ports. Smaller steamers leave twice weekly, calling at intermediate ports. There is no regular direct passenger steamer communication between Porto Alegre and the River Plate.

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Addresses :—

British Consulate, Edifício Bier & Ulmann, 5th floor.

U.S. Consulate, Rua dos Andradas.

British Club, Av. Carlos Gomes 534 (Mont Serrat).

Bank of London and South America Ltd., Praça da Alfandega.

Royal Mail Lines Agents, Avenida Maua 891

British South American Airways Agents :—

Cranston Woodhead & Co. Ltd., Avenida Maua 891.

Cia. Navegação das Lagoas, Edifício Paisandu.

Cables :—Western Telegraph Co., Ltd. British, Rua Sete de Setembro, 1133.

Recife (Pernambuco), ordinarily the first port of call for west-bound ocean passengers, is the most important city in Northern Brazil. It consists of three portions connected by bridges : (1) Recife (the Reef), lying on a peninsula ; the port is often known by this name ; (2) São Antonio, on an island between the peninsula and the mainland ; (3) Boa Vista on the mainland. The three districts are connected by stone and iron bridges. Wide avenidas have been cut in recent years, and high modern buildings have replaced the narrow streets of former times. Because the waterways run through the city, Recife is often called the " Venice of Brazil." Motor buses connect the business quarter with the suburbs. The population is 522,466 and the proportion of coloured folk is large. Sugar is produced in large quantities, and cotton, coffee, etc., is grown in the district. Good motor roads radiate from the city into the State, and a regular passenger service is operated to Parahyba City. There is a road to Maceió.

The port is 1, 20 nautical miles from Rio de Janeiro, which is reached in three days by mail steamer from Recife. Bahia is 400 miles away, and Maceió 120 miles. It is served by the National coastal lines as well as by ocean steamers. All mail steamers now go alongside the quay, from which the centre of the city is easily reached.

Shopping Centres :—Rua Nova (New Street) in Recife, S. José Market, and Rua Duque de Caxias.

Points of Interest :—There are various old churches in the town and some of these are well worth a visit.

Excursions :—Olinda, a seaside resort and the old capital, is five miles to the north and is served by a regular service of motor-buses. This town contains many old Dutch churches, some of which have been converted into monasteries and convents.

Boa Viagem is to the south of Recife, and is the newest and most fashionable residential quarter of Pernambuco. An imposing promenade runs along the sea shore for a distance of five miles. This commands a striking view of the Atlantic, whilst the other side is fringed with a belt of coco-nut palms among which are modern chalets and villas. The journey by car from the town takes about half an

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Hotels.

Name of Hotel.	Address	No. of Beds.	Tariff.
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Hotel Avenida	Av. Martins de Barros ..	150	65-85 "
Palace Hotel	Rua do Hospício, 7 ..	70	66-70 "
Hotel Central	Avenida Manoel Borba ..	70	80-200 "
Pensão Beause Jour	Avenida Benfica, 198 ..	24	35-40 "
Pensão Petropolis	Av. Rosa e Silva, 975 ..	17	20-30 "

Rail :—Recife is the headquarters of the Rede Ferroviaria do Nordeste, with lines south to Maceio, north to Parahyba and Natal, and a central route to Rio Branco.

Coastal Steamers :—Three regular lines of steamers run frequently between Brazilian coastal ports, viz. Cia. de Navegação Lloyd Brasileiro, Cia. Costeira, and the Lloyd Nacional.

Addresses :—

British Consulate, Edifício Seguradora, 7th floor, Avenida Guararapes.

U.S. Consulate, Edifício da Sul America, 6th floor.

Banks :—Bank of London and South America ; Royal Bank of Canada ; National City Bank of New York.

Cables :—Western Telegraph Co., Ltd. (British), Praça Arsenal da Marinha 91.

Royal Mail Lines :—Rua do Bom Jesus, 226, Recife.

OTHER TOWNS.

Aracajú, capital of Sergipe, 270 miles by rail north of Baía, 900 miles from Rio de Janeiro, and the most considerable port between that city and Maceió, has a population of 78,364. It stands on the right bank at the mouth of the Cotinguiba River, and is reached by steamer from Maceió or São Salvador. Industries :

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Hotels 1—Marozzi, Brazil, Internacional.

Bagé, state of Rio Grande do Sul, on the Bagé River, 140 miles from Pelotas, 170 miles from Rio Grande, and 200 miles from Santa Maria, is important as the centre of the xarque industry. It is reached from Santa Maria or Rio Grande by rail. The main products, besides cattle and dried meat, are potatoes, maize, alfalfa, and wine. Population, 35,340.

Hotels :—Sebastião Condista, Marínez e Caminha, Madruga Leite e Irmão.

Belo Horizonte, on the Central Railway, 376 miles north of Rio de Janeiro, capital of the prosperous State of Minas Gerais, is the second of the inland cities. Nearly 2,500 ft. above sea-level, its climate is invigorating, and its surroundings are beautiful. On the beautiful artificial Lake Pampulha is a glass and marble Casino and a Yacht Club. It is well planned and built, and has numbers of Italian and German settlers. It is the centre of important mining and agricultural industries, as well as of diamond cutting. An industrial park, reached by a double track highway, is being developed about 7 miles from the city. Many iron, steel, and textile industries and a cement factory are located there. A motor road to Rio is already completed, and another is being built to São Paulo, passing through Oliveira. Population, 346,207. Cotton from the San Francisco Valley goes to the local cotton mills. The main products are gold, iron, manganese, and cattle. The town can be reached from Rio de Janeiro by plane in 75 minutes or by train in 16 hours.

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B.O.A.C. Agents : Rua Carijós N° 105.

Hotels :—Financial, Grande, Brazil-Palace, Majestic, Sul-Americana.

Bank of London and South America ; Banco de Crédito Real de Minas Gerais S.A. ; Banco de Lavoura de Minas Gerais ; Banco Hipotecário Agrícola de Minas Gerais ; Banco de Minas Gerais.

Blumenau, state of Santa Catarina, stands on the Itajaí River, 42 miles from Corupá and midway between Florianópolis and Joinville. It is a prosperous agricultural and manufacturing district settled principally by Germans. Population, about 22,919.

Blumenau is served by good roads, with some river traffic to Itajaí

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by lighters. A railway, some of it already in use, is being built between Itajai and Blumenau and the interior.

Hotels :—Bão Vista, das Palmeiras, Holetz, Wuerges.

Cabedelo, the port for Joao Pessoa (Paraíba), is half an hour's train journey from the city, and 8 hours' steaming by coastal vessel from Pernambuco. It is a regular port of call for the Pernambuco-Pará coastal steamers. Population, 6,872.

Campinas, 65 miles from São Paulo, upon the Paulista Railway, a town of 101,746 inhabitants, is important as a clearing-point for the coffee crop, and itself a large centre of coffee production and of the silk-rearing industry. There is a good and highly picturesque motor road from São Paulo. This route is a favourite one for tourists who wish to see the plantations and visit the beautiful waterfalls of Salto d'Itu. Distance from Santos, 90 miles. Altitude, 2,200 ft. Temperature, 32°F. to 98°F. Main products : coffee, cereals, cotton, sugar, and vegetable oils. There are sugar refineries, foundries, tanneries, soap and cosmetic works.

Hotels :—Pinheiro, Victoria, Campinas.

Railways :—The Mogyana, the Paulista, and the Sorocabana railways serve the town.

Campes, in the state of Rio de Janeiro, stands 35 miles from the mouth of the Parnaíba River, and 170 miles from Niterói, whence it is reached by the Leopoldina Railway. A great deal of business is done in sugar refining, alcohol distilling, and fruit preserving. Coffee and tobacco are cultivated in the neighbourhood. Population, 63,384.

Hotels :—Amazonas, Fluminense, Estação.

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Caxambú, 231 miles from Rio de Janeiro, 932 metres above sea-level, is famous for its mineral waters, specially recommended for diseases of the stomach, kidneys, and bladder. The seasons are from January to April and September to October. There are excellent hotels at this Spa, and about 10,000 visitors frequent it every year. Its population is 7,878.

Ceará, (Fortaleza), capital of the State of Ceará, with a population of 213,604, has a protected roadstead where ships drawing up to 27 ft. discharge into lighters at Mucuripe Point, 5 miles east of the town. There is also an unfinished quay wall 400 metres long for ships drawing up to 27ft. Ceará is 610 miles from Pará and 550 miles from Pernambuco. Booth Line, Lamport & Holt Line, and Lloyd Brasileiro connect with Europe and New York; Chargeurs Reunis with France; and Moore-McCormack Lines with Atlantic and Pacific coast ports of North America. There are good coastal services, north to Pará and south to Pernambuco, Bala, Rio, etc., with a large coastal trade. The district exports cotton, ores, carnauba wax, hides, skins, castor seed and oils, both to Europe and America. There are fair motor tracks throughout the State of Ceará and road connection extends to Pernambuco.

Hotels 1—Excelsior and Palace (Cr.\$80 per day).

Rail :—From Fortaleza to Baturite, Iguaçu and Crato (480 miles). There is a junction to Sobral, where there is rail communication with the port of Camocim and with the town of Cratheus.

Bank of London and South America, etc.

Cables :—Western Telegraph Co., Ltd. (British), Rua Floriano Peixoto, 130.

Corumbá, the chief commercial city in Mato Grosso State, is upon the Paraguay River and in regular steamer communication with Buenos Aires. It is 11 miles from Puerto Suarez, on the Bolivian frontier, and its urban population is now 19,211. The town stands upon rising ground (altitude, 360 ft.), and its flat-topped buildings look imposing from the water. São Paulo is reached by steamer to Porto Esperança and the North-Western Railway. A railway is now being built to Porto Esperança, where a bridge will carry it across the Paraguay River to connect with the through line to Santos. Trains are now running on the first 452 kiloms. of the 650 kilom. Corumba Santa Cruz Railway, in Bolivia. Principal exports : Hides, jerked beef, ipecac, and skins.

Hotels 1—Venizellos, Carbalhal.

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Curitiba, capital of Paraná State, a city of 141,349, enjoys a bracing climate due to its elevation of 3,120 feet, on the plateau of Cubatão. The town is picturesquely laid out. It is commercially important as the chief centre of the herva-matté trade, its proximity to extensive pine forests and to considerable coffee plantations. It is connected by rail with the port of Paranaguá 65 miles, with São Paulo to the north, and Joinvile to the south. Motor roads are open to São Paulo, southwards to Porto Alegre, (630 miles), eastwards to the Ports of Antonia and Paranaguá, and westwards to Ponta Grossa (93 miles, passable most of the year).

Hotels :—Grande Hotel, Braz. Johncher.

Banks :—Bank of London and South America ; Banco de Credito Real de Minas Gerais.

Cables :—Western Telegraph Co.'s Agent : Lauro Grein, Rua Voluntarios da Patria 117.

Cuiabá, capital of Mato Grosso State, upon Cuiabá River, a tributary of the River Paraguay, is reached by rail and water from Corumbá. Altitude, 770 ft. Population, 24,119. The district is pastoral ; gold and diamonds are produced, and it is a great collecting centre for ipecac. There is a road to Campo Grande, 880 kiloms. (connecting there with roads to Ponta Pora, on the Paraguayan border), to the São Paulo border, *via* Porto Alegre, and to Aquidaua. Other roads lead to Diamantina, 124 miles, and to Riberao Clara (completed for 75 miles).

Hotels :—Grande Hotel.

Diamantina, in the State of Minas Gerais, 560 miles north of Rio de Janeiro, is the centre of the diamond industry. It is in the

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hills, 3,670 ft. above the sea, and has a mild climate with 65 in. of rain per annum. It is served by the Central Railway *via* Curralinho. Population, 10,177.

Florianopolis, capital and chief port of the small State of Santa Catarina, stands on Santa Catarina Island. It is a port of call for coasting steamers, being 450 miles from Rio de Janeiro, 350 from Rio Grande, and 260 from Santos. It is now connected with the mainland by a steel bridge 850 metres long, with a span of 350 metres. Population, 49,290. There are roads northwards to Joinville, south to Tabarao and thence to the borders of Rio Grande do Sul, and west to Lages, and so northwards towards Barracao on the Argentine frontier.

Hotels :—La Porta, Metropole, Majestic.

Cables :—Western Telegraph Co., Ltd. (British), Rua Joao Pinto, 26.

Rail :—To Itajai, Blumenau, Joinville, Curitiba, São Paulo; to Lages; to Porto Alegre.

Goiania, capital of the State of Goiaz, is on the Vermelho River, 20 miles from Curralinho. Altitude, 1,600 ft. Population, 41,584. It is the centre of a cattle raising and agricultural area. The town can be reached by plane. There is a project to make this town the capital of Brazil.

Hotel :—Cinco de Novembro.

Ilhéus, in Baía State, 120 miles south of the city of Baía, stands near the mouth of the Cachoeira River. The port serves a district producing about 65 per cent. of the cacao crop of Brazil, and is in direct ocean communication with New York. It promises to become the chief distributing-point for the south of the State. Coasting steamers call and produce is collected by means of the Bahia South-Western Railway, which runs inland to Itabuna, with branches to Agua Preta, Sequeria do Espinho, Rio de Contas and Jequié, fertile cacao districts. Other main exports are piassava, cocoa butter and timber. Population, 23,006.

Hotels :—Britanico and Ilheos.

Itajai, port at the mouth of the Itajai river and in the State of Santa Catarina, has a breakwater with protected channel. The channel has quays under construction. The Port is well served by coasting and some ocean vessels up to 15 ft. draught, and is the centre of an important surrounding and up-country district largely colonised by Germans and some Italians. There are good road

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Telegraphic Address : "JEANS"—SÃO PAULO

connections with the north, south and centre of the State, and a railway between Itajai and the Blumenau hinterland is being built. The population is 20,017.

Hotels :—Grande, Comercial.

Jauú, in the State of São Paulo, is on the Jau branch of the Paulista railway, 230 miles from São Paulo (11 hours' journey). It is the centre of an extensive agricultural district mainly devoted to coffee. Other products are cattle, cotton, sugar, rice and potatoes. There are breweries and distilleries. Population, 18,936, and the climate is temperate and dry.

Hotels :—Central, Paulista, Internacional.

João Pessoa, capital of the State of Paraíba, on the Paraíba River, with 90,853 inhabitants, is used for coasting traffic. Ocean-going steamers load and unload at Cabedelo, 11 miles away by rail, where there is a wharf and a rail connection with Recife (133 miles). The old monasteries are worth seeing. The earth road to Recife is passable all the year round. Products : sugar, cotton, mandioca.

Hotels :—Luso-Brasileiro, Globo, Parahyba.

Cables :—Western Telegraph Co.'s Agent : Arnaldo Von Sohsten, Praça Antenor Navarro 47.

Joinville, State of Santa Catarina, at the head of the small Cachoeira River, is 25 miles by rail, road, and water from São Francisco do Sul, its port, 140 miles north-west of Florianopolis, and 105 miles from Rio Negro. Among others, descendants of German settlers are engaged in agriculture and industry. The town has good road and rail connections with the north, south, and centre of the State. Small coasting vessels can reach Joinville and do a good

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Juiz de Fora, in the State of Minas Gerais, is the premier town in Brazil for the production of knitted goods, and the third largest manufacturing town. It lies between the Mar and Mantiqueira mountain chains, in a deep valley. Population, 86,819 ; altitude, 2,170 ft. It lies on the Paraibuna River, 170 miles from Rio de Janeiro by the Central Railway (8 hours), or by road. The climate is exceptionally pleasant. The most important industries are textiles, brewing, timber sawing, and sugar refining. Main Products : cotton, sugar, coffee, cereals, tobacco, cattle, timber, and medicinal plants.

Hotels :—Palace, Grande, Rio de Janeiro.

Bank of London and South America ; Banco de Credito Real de Minas Gerais.

Jundiai, in the State of São Paulo, is reached from São Paulo (36 miles) either by rail or road. It is also served by the Sorocabana-Jundiahy branch of the Central Brazil railway. The town is an important centre of the textile industry, and there are also match factories and potteries. The main products of the district are coffee, grapes, and grain. Population, 39,560.

Hotels :—Jardim, Guarany, Petroni.

Limeira, a busy town on the Paulista Railway where hats, matches and coffee machinery are manufactured. It is the largest centre of orange cultivation in São Paulo State, and has a large modern American packing house. Important centre of silk worm culture. There are many mulberry groves. Population, 27,962.

Maceió, capital of the State of Alagoas, 120 sea miles from Pernambuco and 270 miles by sea from Baía, has a population of about 102,300. It is a cotton and sugar port with a lighthouse built on an eminence in the middle of the town, quite half a mile from the sea. Its seaport, Jaraguá, is $1\frac{1}{2}$ miles away. The main industries are foundries, soap, candle, cigar and cigarette factories, cotton mills, sugar factories and refineries, sawmills and distilleries. A motor road runs south *via* São Miguel and Penedo, 150 miles, and another to Pernambuco.

Hotels :—Bela Vista, Atlantico, Parque and several small ones.

Bank of London and South America ; Banco do Brasil, etc.

Cables :—Western Telegraph Co., Ltd. (British), Rua Sac Albuquerque, 516-520, Jaragua ; Telegrafo Nacional.

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Manaus, about 1,000 miles up the Amazon, is visited (see later) by Booth Line steamer from Liverpool. It is the collecting-point for the produce of a vast area served by the tributaries of the great river, extending to parts of Peru, Bolivia, and Colombia. Manaus is a city of about 110,678 people, with electric lighting, paved streets, and modern improvements. The market is interesting to collectors of curios, and the neighbouring forest to naturalists and sightseers. Modern buildings include many handsome cafés. The ordinary steamship journey from Pará (930 miles) takes four days. The rainy season is from December to June, inclusive. Average temperature, 80° F. Two important roads are in construction, one to Rio Branco, on the frontier of British Guiana, and the other to the Colombian frontier.

The main industries are rubber collecting, brewing and soap making. The principal products are rubber, Brazil nuts, lumber, cacao, and aromatic plants and fruits.

Hotel :—Grande Hotel.

Bank of London and South America.

Maranhão, (or São Luiz de Maranhão), the capital of its State, stands upon an island, 250 miles south-east of Pará, between the Bays of São Marcos and São José. Its cultural traditions have earned it the name of the Brazilian Athens. The port is well sheltered. There is a cotton manufacturing industry of some importance; the collection and crushing of oil nuts and the refining of sugar are carried on. Population, 81,432. It is reached from Fortaleza (350 miles), Pará and Pernambuco by steamers of Lloyd Brasileiro and Cia Navegação Costeira, and Booth Line steamers serve the port from both Europe and New York.

Hotels :—Central, Maranhão, Pensao Baender.

Bank of London and South America.

Cables :—Western Telegraph Co., Ltd. (British), Avenida Dom Pedro II, 190.

Mato Grosso, in the State of Mato Grosso, has about 427 inhabitants. It is a Government military station on the western border, adjoining Bolivia. It is upon the Guapore River, a tributary of the Madeira, navigable by small launches. There is trade in rubber, medicinal herbs, and minerals.

Natal, capital of the State of Rio Grande do Norte, has 97,736 inhabitants. It stands a short distance from the coast, on the right bank of Potengy River, 80 miles from Paraíba and 260 miles from Fortaleza. Sugar and cotton are exported, as well as salt, carnauba wax, and hides. The main industries are cotton spinning and weaving and the refining of salt. Weekly coastal steamers serve the port, and there are rail connections with Paraíba, Pernambuco, and Maceió. Passable motor roads radiate into the surrounding country. A large air port, used by transatlantic air services, has

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been built some 8 miles from the city.

Hotel :—Grande.

Cables :—Western Telegraph Co., Ltd., Av. Duque de Caxias 99.

Obidos, in the State of Pará, 690 miles up-river from the port of Pará, is visited by river steamer. The town is on the north shore of the Amazon in a cacao, tobacco, coffee, and sugar-growing district. It has a population of 3,487.

Ouro Preto, State of Minas Gerais, on the Funil River, is served by the Ouro Preto branch of the Central of Brazil Railway. It is 330 miles from Rio de Janeiro, and can be reached thence by train (16 hours) or plane (1½ hours), to Belo Horizonte and then by road or railway (5 hours) to Ouro Preto. Gold, iron and manganese are mined in the district, which is otherwise devoted to agriculture and fruit growing. There are local textile mills and shoe factories. Population, 9,247.

The town, built on rocky ground 3,500 feet above sea-level, is such a remarkable treasure house of colonial and baroque architecture and painting that it was decreed a national monument in 1933. Its stone paved streets, the scene of Holy Week processions, wind up and down steep hills crowned with glorious churches. Monumental fountains, baroque churches, enchanting vistas of terraced gardens, ruins, towers shining with coloured tiles, all blend together to maintain an exquisite 18th century atmosphere.

Hotels :—Tofolo, Central, Internacional.

Paranaguá, chief port of the State of Paraná in a lagoon-like harbour, has a small modernized quay. It is visited by cargo vessels up to 10,000 tons, but the bar is to be dredged to take ships of more than 22 feet draught. The main products of the State, exported through Paranaguá, are herba-maté, pine, coffee, bananas, maize, potatoes, earthenware and paper. The port dates from the colonial period, and the town, although small, has interesting and historic churches. Steamer passengers go ashore by launch and by 'bus or motor-car into the town. The rail journey to São Paulo via Curitiba and Ponta Grossa is 660 miles; by road, 380 miles ('bus service). The road to Curitiba passes through romantic mountain scenery. Population, 16,046.

Hotels :—Palacio, Fonseca, Atlantico, Litoral, Lullez, Royal, Corbaixo, Filial.

Parnaíba, eleven miles from the mouth of the river Parnaíba, is a port in Piauí State of some importance for the export of tropical produce and cattle. The population is 30,900. It is reached by steamer from Rio de Janeiro, and Booth Line vessels from both Europe and New York call.

Hotel :—Central.

Pelotas, the second city in the State of Rio Grande do Sul, is 20 miles up the Lagôa dos Patos, between Rio Grande (29 miles), and Porto Alegre, on the Rio São Gonçalo. It is a modern town of 79,649 inhabitants notable for its cleanliness and modern services, but somewhat damp. The surrounding country is hilly, and the scenery pretty. Pelotas is generally referred to as "the Princess of the South."

Pelotas is the centre of the xarque, or dried meat industry. There are also tanneries, flour mills, candle, soap, furniture and shoe factories. The main products are frozen and canned meats, hides, rice, and grapes.

Hotels :—Grande, Alliança, Rego.

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Hotels :—*Palace, Quisisana.*

Ponta Grossa, State of Paraná, is about 11 miles from the Tibagy River, and 63 miles from Curitiba. Altitude, 2,930 ft. Population, 44,130. It ships a considerable amount of herva matté and timber through its port, Paranaguá. Other products include tobacco, rice, bananas, cattle and jerked beef. Several roads radiate from the town. The Paraná Railway runs to Curitiba and on to the seaports of Antonina and Paranaguá. Another line runs to Rio Grande do Sul and São Paulo.

Hotels :—*Odeon Franze, Moderno.*

Porto Velho, State of Amazonas, is the newest and, after the capital, most important town in the State. It is a terminus of the Madeira-Mamoré railway and a commercial entrepôt for Bolivian trade. Population, 10,200.

Ribeirão Preto, in São Paulo State, the centre of a rich coffee-growing district, is also a seat of the steel industry. The town is 262 miles from São Paulo city by Mogyana Railway, and is also connected with it by road. Population, 65,081. Altitude, 1,830 ft. Products : coffee, cotton, sugar, grain, and rice. The town is a distributing centre for the interior of São Paulo State, and certain districts in Minas Gerais, Goyaz, and Mato Grosso.

Hotels :—*Central, Modelo, Gloria.*

Rio Grande, at the entrance to the Lagoa dos Patos, ranks fifth in importance among the major ports of Brazil. It is the most southerly port available to ocean-going steamers, 730 sea miles from Rio de Janeiro, 300 from Montevideo, 600 from Santos, 130 from Bagé, and 30 from Pelotas. Population, 64,241.

Rio Grande is the distributing centre for the southern part of Rio Grande do Sul. Its cattle and meat industries are important. The Frigorífico Swift, installed at the entrance to the port has a killing capacity of 2,000 head of cattle per day, and operates from December to July. There are also woollen, jute and cotton mills, an oil refinery, canned goods, tobacco, and fisheries.

There are good coastwise and transatlantic steamship services to and from Europe, Rio de Janeiro (three days), River Plate and Porto Alegre (18 hours).

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Rail :—To Pelotas, Bagé, Montevideo and Buenos Aires; daily service. *via* Rio Branco and Yaguaron to Uruguay.

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Santa Anna do Livramento, in the State of Rio Grande do Sul, lies on the border between Brazil and Uruguay, on the Ibubuhy do Armado River. It is the southern terminus of the Viacao Ferrea do Rio Grande do Sul, and is reached from Porto Alegre (370 miles) by a branch line of the Uruguayana Railway *via* Cacequay. A large business is done in cattle, pigs, sheep, and fruit, and there is a local plant for preparing xarque, or dried meat. The climate is temperate. Population, 29,906.

Hotels :—America, Commercio, Central.

Santa Maria, in the State of Rio Grande do Sul, lies on the Vaccacahy-Mirim River, 240 miles from Porto Alegre, whence it is reached by the Rio Grande do Sul Railway, 330 miles from Marcellino Ramos (railway connection), and 200 miles from Bagé. There are tanneries, hat factories, and breweries. The main products are herva matté, wine, timber, rice, fruit, and coal. Population, 45,907.

Hotels :—Hamburgo, Gloria, Roma.

Santarem, one of the most interesting places passed upon the voyage up the Amazon, stands at the confluence with the Tapajoz River, 610 miles from Pará. There are red-tiled houses on the slope rising from the river, and ships are visited by natives with parrots and specimens of handicraft for sale. Urban population, 14,604. Products: rubber, cacao, cotton, sugar and vanilla.

Hotels :—O Castello, Pensão Familiar.

São Carlos do Pinhal, in the State of São Paulo, is reached by rail from São Paulo (170 miles) in six hours. It lies on the Monjolinho River, at an altitude of 2,700 ft. A considerable trade is carried on in the products of the district, coffee, sugar, cereals, tobacco, cotton, cattle, and potatoes. There are breweries, distilleries, and textile mills. Population, 31,539.

Hotels :—Accacio, Henrique.

Sao Francisco, in Santa Catarina State, is a port of call for coasting steamers, and terminus of a railway which gives at Porto União (288 miles) trunk connection with Rio de Janeiro and Argentina. The town is about 100 miles from Florianopolis, and 200 miles from Canoinhas, whence it can be reached by the São Paulo-Rio Grande Railway in 15 hours. The town serves a district rich in rice, manioc, herva matté, and timber. Population, 3,108.

It has the best harbour between Santos and Rio Grande do Sul, and can take vessels up to 23 feet draught at high water, spring tides. Railway and road connections with north and south Brazil are good. It is well served by shipping lines on national and international routes. It exports manufactured and agricultural products, and ships considerable quantities of sawn and manufactured timber, principally pine. Some wharves have railway connection. Harbour works under construction will greatly improve the inner port. There are air services north and south.

Hotels :—Matana (40 beds), Beira Mar.

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So Joo de Boa Vista, in the State of So Paulo, is reached from So Paulo (183 miles), by the Paulista Railway to Campinas, and thence by the Mogyana Railway. It is 205 miles from Santos. There is a growing business in coffee, rice, cattle, pigs, potatoes, cotton and sugar. The climate is pleasant. Population, 16,417.

Hotels :—Central, Comercio.

So Loureno, in the State of Minas Gerais, is 9 hours by train from either Rio de Janeiro or So Paulo. At 2,800 feet above sea-level, it is recommended as a holiday centre and for the richness of its natural mineral waters in the treatment of stomach, liver, kidney and intestinal complaints. There is a complete and up-to-date Hydro Establishment for douches and for the famous carbo-gaseous baths, unique in South America and comparable with those of Royat and Bad-Nauheim for the treatment of arterial hypertension, arterial-sclerosis, tachy-cardias, etc. etc. (See announcement of So Loureno Hydro-Mineral Spa opposite).

There are numerous first-class hotels, and the town's attractions include tennis, rowing, swimming, and an aviation field. There are usually between 25,000 and 30,000 visitors every season, which extends from September to May. Population, 8,930.

Sorocaba, in So Paulo State, and 68 miles west of the city of So Paulo, is the fourth most important industrial centre in Brazil. The altitude is 1,770 feet, and the climate temperate. The population is 69,631. It has cotton and silk spinning and weaving mills; produces cement, fertilizers, footwear, hats, alcohol, wines; there are railway workshops, extensive orange groves and packing house installations, printing works, and electric power plants. It is an important cotton growing centre. Other products are timber, sugar, cereals, coffee, and minerals. The Sorocabana Railway serves the town.

Hotels :—Viajantes, Roma, do Comercio.

Terezina, capital of the State of Piau, stands on the Parnaba River, 270 miles from Parnaba and 223 miles from the port of Amarraco. It is reached from Parnaba by river steamer, and there is a railway from Caxias to Senado Furtoda, across the river. Much cotton is raised in the area, besides sugar, rice, cereals, and cattle. The temperature averages 80°F. Population, 53,425.

Hotel :—15 de Novembro.

Uberaba, in the State of Minas Gerais, is on the Rio da Prato, 440 miles from So Paulo, whence it is served by the Mogyana Railway. The town serves a wide cattle raising district. There are local sugar mills and lime plants. Altitude, 2,300 ft. Population, 43,915.

Hotels :—Modelo, Central.

Uruguaiana, upon the Uruguay River, facing Argentina, is important as a frontier town, a centre of the cattle industry, and the head of the Uruguaiana Railway from Porto Alegre (480 miles). It is 230 miles from Santa Maria, and 60 miles from Itaqui, whence it may be reached in 4 hours by rail. Products: jerked beef, soap, candles. Population, 33,272. A bridge has been thrown across to



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the Argentine town of Paso de Los Libres.

Hotels :—Cidade, Gentzen, Brazil.

Vitória, capital of Espírito Santo State, is 400 miles north-east of Rio de Janeiro, and accessible from that point by Leopoldina Railway (20 hours), irregularly by coastal steamers (24 hours), and several planes a day (90 minutes). It has a population of 49,735. Vitória stands upon an island separated by a few hundred yards from the mainland, to which it is connected by 2 bridges. The surrounding country is picturesque. Apart from rail connections with Rio de Janeiro, the Estrada de Ferro Vale do Rio Doce connects with the Central do Brasil line to Belo Horizonte at Novo Era. Coffee, timber, cacao, and tropical produce are exported; the port is well placed in relation to the iron ore mines in the States of Minas Gerais and exports a large quantity of ore. Main industries: Sugar refining, cotton weaving, boot and shoe making, mineral waters.

Hotels :—Tabajara; Sagres; Majestic.

Bank of London and South America; Banco de Credito Real de Minas Gerais; Banco do Brasil; Banco do Comm. e Industria de Minas Gerais; Banco do Comm. e Industria de São Paulo.

Cables :—Western Telegraph Co., Ltd. (British), Edificio Navegacao Rua Jeronymo Monteiro, 348.

PHYSICAL FEATURES.

The fourth largest country in the world, Brazil is the largest of the South American Republics, and touches the boundaries of all except Ecuador and Chile. It has an area of 3,300,000 square miles, which is three-sevenths of the whole of the South American sub-continent. Its seaboard is 4,900 miles. Brazil is larger than the United States or Australia, and approximately four-fifths the size of Europe. It extends 2,629 miles from Cape Orange to the River Chuy, and 2,600 miles from Olinda westwards to the Peruvian boundary.

The huge plateau forming the country's main physical feature is a table-land from 1,000 to 3,000 ft. above sea-level, and traversed by two great mountain chains. The coast range (Serra do Mar) culminates in the Organ Mountains near Rio de Janeiro at an elevation of 7,323 ft., while the inland range attains a height of 9,823 ft. (probably the highest in Brazil) at the Itatiaya peak. There is also the Central or Goiana mountain system, consisting of an eastern range, 4,206 ft. at its highest, and a western range which forms the parting of the Paraná and Tocantins-Araguaya river-basins, and has a peak of 4,500 ft. near the city of Goyaz. This enormous region consists principally of chapadões, or large table-lands, and deep river-valleys. Much the vastest of these chapadões is the Amazonian, which comprises the greater part of the States of Mato Grosso and Goiaz, most of southern Pará, and considerable portions of West Maranhão.

The two river-basins of the **Amazon** and La Plata occupy about three-fifths of the total area. Both are heavily wooded, and the Amazon basin is annually in flood over a wide extent. The Amazon river-system covers and drains the whole north-west of Brazil. In the extreme north-east there is a smaller area, outside the Amazon sphere, whose rivers—the Araguay, Amapá, Calçoene, Cassiporé,

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and Oyapok—flow east to the Atlantic. Of the rivers of the great plateau, the Parnahyba has a course of 900 miles, and is the boundary between the States of Piauí and Maranhão. The largest river of the east coast is the São Francisco, a stream belonging essentially to the inland table-land region. Similarly, the Parahyba do Sul is the greatest of the Atlantic coast rivers south of the São Francisco ; it flows from east to west through the fertile State of Rio de Janeiro, and has a total course of 658 miles, about 150 of which are navigable.

There are no large coastal rivers south of Cape Frio, but the rivers of the other great system—the Rio de la Plata—are important. The tributaries of the Paraguay and of the Paraná respectively drain the south-west of Mato Grosso, west of Minas Gerais. The Paraná is much broken by falls and rapids, though between its two great waterfalls is an open channel nearly 300 miles long. This also applies to the River Uruguay, whose tributaries are also impeded by rapids.

There are 25,600 miles of navigable rivers in Brazil, over 17,130 miles of which there is a regular service of vessels.

Climate :—Brazil may be divided into three zones. The first zone occupies the equatorial region and extends to the tenth degree of lat. south. The second reaches from the tenth degree of lat. south to the tropic of Capricorn. The third zone lies between the tropic of Capricorn and parallel $33^{\circ} 45''$, the southern limit of the Republic. The characters of these zones are as follows :—

First zone : Mean temp. 81° F. The climate of the upper Amazon is warm and damp, except during the frigid, or cold spells. The middle of the day is hot, but the mornings are cool, and the afternoons bearable. Frequent showers cool and purify the atmosphere.

Second zone : Mean temp. 74 – 80° F. in the lowlands, and 64 – 70° F. in the higher parts.

Third zone : Mean temp. 62 – 66° F.

The climate of Southern Brazil, including Rio de Janeiro, is mainly sub-tropical, but the three States in the extreme south—Paraná, Santa Catarina and Rio Grande do Sul—are temperate. The **seasons** are the reverse of ours. They may, in general be described as wet and dry ; winter the dry, summer the wet. Northern Brazil is inclined to be enervating, although there is a more bracing climate on the table-lands.

Brazil contains nearly half the total **population** of South America. About 35 per cent. are literate. 69 per cent. are rural.

Throughout the Republic there is a certain admixture of the negro, Indian and white races, but the last-named predominate and probably has a tendency to increase, owing partly to the very considerable yearly additions of European immigrants, chiefly Portuguese, and partly to the selective process favouring white types. It is probable that the pure whites form about 63 per cent. of the population, mixed white and negroes or Indians about 21 per cent., 15 per cent. negroes and the remainder aboriginal Indians and Asiatics. There are, of course, regional variations in the distribution of the races—the white predominating greatly in the south and decreasing in proportion more or less progressively toward the north. One of the most striking aspects of Brazilian

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sociology is the absence of race conflict or prejudice. There have been large immigrations of Italians, Germans, and Japanese.

Population :—The following table gives the census returns for 1940 and 1950. The capital of each State is given in brackets.

States.	Population.	
	1940	1950
Alagoas (Maceió)	957,621	1,106,454
Amazonas (Manaus)	449,077	530,920
Bahia (Salvador)	3,907,086	4,900,419
Ceará (Fortaleza)	1,994,000	2,735,702
Espírito Santo (Vitória)	758,425	861,562
Federal District	1,781,567	2,377,451
Goiás (Goiânia)	882,865	1,234,740
Maranhão (S. Luiz)	1,246,813	1,600,396
Mato Grosso (Cuiabá)	427,629	528,451
Minas Gerais (Belo Horizonte)	6,797,219	7,839,792
Pará (Belém)	949,808	1,142,846
Paraíba (João Pessoa)	1,424,457	1,730,784
Paraná (Curitiba)	1,243,838	2,149,509
Pernambuco (Recife)	2,674,683	3,430,630
Piauí (Terezina)	832,250	1,064,438
Rio de Janeiro (Niterói)	1,861,727	2,326,201
Rio Grande do Norte (Natal)	774,503	983,572
Rio Grande do Sul (Porto Alegre)	3,336,632	4,213,316
Santa Catarina (Florianópolis)	1,182,854	1,578,159
São Paulo (S. Paulo)	7,230,163	9,242,610
Sergipe (Aracaju)	41,945	644,361
Territories	81,326	210,207
Total	40,836,488	52,645,479

Time :—Legal time is 3 hours behind Greenwich time. Summer time, when the clocks are put forward an hour, generally runs from midnight, November 30th, until midnight March 31st.

GOVERNMENT.

Constitution :—Brazil was an Empire from September 7, 1822. A Republic was declared on November 15, 1889, when a provisional Government was established and a Constituent Assembly convoked. This promulgated the Federal Constitution of the Republic of the United States of Brazil on February 24, 1891, former provinces being converted into Federal States. A second constitution was promulgated in 1934; a third, in 1937; and a fourth, in 1946.

The Constitution is based on that of the United States of North America. The Federative Republican form of government is maintained. The legislative power is exercised by a Chamber of Deputies with the collaboration of a Federal Senate. The Federal Senate consists of three representatives from each of the States and the Federal District, elected by direct suffrage. They are elected for a term of eight years. The Chamber of Deputies is composed of representatives of the people, elected on the proportional system.

The elections are on the basis of universal suffrage for all citizens over eighteen, if registered according to the law, with the exception of beggars, illiterates, soldiers, and those whose political rights have been suspended.

Executive power is vested in the President, who is elected by direct universal suffrage for a term of five years, and is ineligible for an immediately following second term. There is a Vice-President,



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and in the event of the Presidency becoming vacant he will take office until the end of the Presidential term.

The 1946 Constitution is much less restrictive than that of 1937 on the activities of deposit banks, insurance companies, public utilities and mining enterprises. It provides that workers are to share in the profits of the concerns which employ them, and are to be given paid annual holidays.

The Constitution declares that Brazil will in no instance engage in a war of aggression.

The Constitution recognises **naturalization** in the following instances :—(a) Foreigners who were in Brazil on November 15 1889, when the Republic was proclaimed, and did not declare within six months thereafter their wish to retain the nationality of their birth. (b) Foreigners who possess real estate in Brazil and are married to Brazilians or have Brazilian sons, so long as they reside in Brazil and do not state their intention of not becoming Brazilian citizens. (c) Foreigners who become naturalized by any other procedure.

The **language** is Portuguese. Italian and German are much spoken in the southern States, for many Italians and about 500,000 persons of German extraction have settled in these districts. Failing Portuguese, correspondence should be conducted in French or English.

There is no State **religion** ; but the Roman Catholics, with two Cardinal Archbishops and Bishops in all the larger cities, predominate. The separation of Church and State was carried out by the Republic. All religions may be practised, whether privately or publicly.

Courts of Law :—The Supreme Federal Court sitting at Rio de Janeiro is composed of eleven judges, nominated by the President subject to the approval of the Congress and as many judges of lower courts as Congress may appoint. The appointments are for life. There are Divisional Courts throughout the various States in each of which there is a Federal Judge, and municipal magistrates and justices of the peace who are elected for a term of four years. The Civil Courts are closed from February 1 to March 31. The Criminal Court is open all the year.

Capital punishment is allowed in cases of armed rebellion against the State, the subversion of political or social order by violent means, or through the help or subsidy of a foreign State or international political organisation. Criminal irresponsibility is recognised up to nine years of age, and power of discernment is presumed from that age until 14, when full responsibility applies. There is no divorce.

Extradition of foreigners is permitted, but not that of Brazilians. It is not conceded for political offences, military excesses, offences against religion or the Press ; crimes entailing under Brazilian law imprisonment for less than 12 months ; when the offence was committed outside the period of statutory exemption of the petitioning country ; or where the offender would have to answer before a special court in his own country.

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War	General Milton Bastillac Leal.
Finance	Dr. Horario Lafer.
Foreign Affairs	Dr. João Neves da Fontoura.
Interior and Justice	Dr. Francisco Negrão de Lima.
Agriculture	Dr. João Cleofas.
Labour	Dr. José de Legadas Vianna.
Air	Colonel Nero de Moura.
Education and Health	Dr. Ernesto Simões Filho.
Transport and Public Works	Dr. Alvaro de Souza Lima.

Local Administration :—Each Federal State is governed by a President who exercises the executive power, and by a Provincial Assembly which legislates on all matters affecting provincial administration and provides for State expenses and needs by levying taxes. It also legislates on civil and criminal affairs affecting its own territory.

CHARACTERISTICS OF THE STATES.

Brazil has twenty states, six territories, and the Federal District. Of the States these 5 are without a seaboard :—

AMAZONAS. 1,595,818 sq. kilometres. The largest and least populated of any, is an immense alluvial plain of equatorial forest watered by the Amazon. Products : Rubber, nuts, timber.

ACRÉ. 153,170 sq. kiloms. A territory which has not been advanced to the rank of a State, in the depths of Amazonas, abuts upon the Peruvian and Brazilian frontiers, and is almost virgin forest. Capital, Rio Branco. Products :—Rubber, timber, Brazil nuts, hides and skins.

MATO GROSSO. 1,262,572 sq. kilometres. Literally "Great Forest" ; has extensive plains, with good pasture, many rivers and, in the higher regions, a healthy climate. Products :—Cattle, precious metals.

GOIAS. 622,463 sq. kilometres. Mainly tableland with vast forests and pastures, forms the heart of the country and lies between Mato Grosso and the eastern States. Products :—Gems, cattle, tobacco.

MINAS GERAIS. 581,975 sq. kilometres. Relatively closely populated, with the mineral resources indicated by its name (literally "General Mines"), is an upland state of a warm temperate climate with tropical and other forest growth and large pasture. Products :—Agricultural, pastoral, gold, and iron.

Following the coastline from north to south the seaward States are encountered in the following order :—

PARÁ. 1,216,726 sq. kilometres. With alluvial lowlands and more temperate uplands, spans the Amazon delta and is crossed by rivers rising in the Guianian highlands and on the slopes of the central plateau. The soil is fertile and the climate not unhealthy. Products :—Nuts, timber, rubber, cacao, tobacco, manioc, rice, sugar, livestock.

MARANHAO. 334,819 sq. kilometres. On the north coast, with a dry, hot climate and a rainy season covering the first half of the year, slopes from the plateau to the Atlantic, and is intersected by many rivers. Products :—Cotton, wax, tapioca, oil, nuts, livestock.

PIAUL. 249,317 sq. kilometres. The coastline is merely 33 kilom., and the depth about 900 kilom. Hot, dry, healthy climate, with more rain than is common in N.E. Brazil. The State is subject to severe autumnal droughts. Products :—Wax, skins, cotton, tobacco.

CEARÁ. 153,245 sq. kilometres. Hilly, dry, hot, and periodically subject to drought, has few trees and a soil which absorbs little moisture. Products :—Cotton, wax, cereals, livestock.

RIO GRANDE DO NORTE. 53,048 sq. kilometres. ; and **PARAIBA.** 56,282 sq. kilometres. Together form the northern part of the most easterly extremity of the continent. The littoral is swept by sea breezes ; droughts are frequent. Products :—Cotton, sugar, wax, hides, salt.

PARAIBA. 56,282 sq. kilometres.

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PERNAMBUCO. 97,010 sq. kiloms. The chief sugar-growing centre with a climate humid on the coast, dry in the interior, and always hot, has a soil especially favourable to agriculture. Products :—Sugar, cotton, coffee, fruits.

ALAGOAS. 28,531 sq. kiloms. Coastal lagoons account for the name of the State, which is undulating with a generally hot, humid climate. Products :—Sugar, cotton, goats.

SERGIPE. 21,057 sq. kiloms. The smallest State, sharing the physical character of its neighbour, is predominantly agricultural. Products :—Sugar, cotton, mandioca, salt, rice, maize and tobacco.

BAIA. 503,762 sq. kiloms. Hilly near the coast, with plateaux and watered plains in the interior, is the chief centre of cacao growing. The first State to be colonized from Europe, it has considerable mineral wealth, and forests of the Amazonian type. Products :—Cacao, tobacco, sugar, coffee, hides.

ESPIRITO SANTO. 40,882 sq. kiloms. A coastal strip, hilly, well watered, enjoys fresh breezes and a climate temperate and warm at the higher altitudes, humid in the lowlands. Products :—Coffee, beans, maize, sugar, hides, monazite.

RIO DE JANEIRO. 42,588 sq. kiloms. Sharing the physical characteristics of Espírito Santo, includes the Federal District. Products :—Coffee, sugar, vegetables, cattle.

SÃO PAULO. 247,223 sq. kiloms. Closely colonized by Italian immigrants, the most industrialized and commercially prosperous State of the Union, has a hot, narrow coastal zone, a moist, cool zone on the edge of the Serra, with a dry and moderate temperature on the rest of the plateau. Products :—Coffee, cattle, cereals, cotton, fruits, mineral and miscellaneous manufactures.

PARANÁ. 201,288 sq. kiloms. Mountainous except in the west and south, temperate, and suited for agriculture, has extensive pine woods. Products :—Hevea maté, timber, coffee, cereals, beans.

SANTA CATARINA. 94,367 sq. kiloms. Agricultural, with a warm temperate climate, with highlands in the west and subject to distinct seasonal changes of climate. Products :—Manioc, maté, coffee, cattle.

RIO GRANDE DO SUL. 282,380 sq. kiloms. Larger than the adjoining Republic of Uruguay, this most southerly State is temperate in climate, and has rich pastures and good arable soil. Products :—Meat, wool, fruits, cereals.

The following three new Federal territories have been created :—Territory of Amapá (formerly part of the State of Pará); Territory of Rio Branco (formerly part of the State of Amazonas); Territory of Guaporé (formerly part of the States of Amazonas and Mato Grosso). With the Island of Fernando Noronha detached from the State of Pernambuco and set up as a separate Territory, and the Acre Territory, there are now five of these Federal Territories, all of which come under the direct administration of the Federal Government.

NATURAL RESOURCES.

Brazil, for all its intensive industrial development, is still predominantly an agricultural country, but only about 2 per cent. of its land surface (or 16,857,630 hectares) is actually under cultivation. From 50 to 65 per cent. of the cultivated land lies in the States of São Paulo, Minas Geraes and Rio Grande do Sul. About four-fifths of the people get their livelihood from agriculture.

Coffee :—The red soil (*terra roxa*) of the coffee plantations in São Paulo, Minas Gerais, Paraná, Espírito Santo, Bahia and Rio de Janeiro States is in places two or three yards deep, and in this the plant grows luxuriantly. Seedlings are planted out from November to February, and yield their first crop in their fourth year. Picking chiefly takes place from May to September. The crop year is reckoned from July 1 to June 30. Coffee is grown on 2.6 million hectares, and in most of the States, but 51 per cent. of it comes from the State of São Paulo.

The crop is 65 per cent. by value of the total exports of the country, and about 58 per cent. of the entire world's supply. The value of the crop is greater even than that of maize, the principal cereal. About 69 per cent. of the export is made from Santos, 17 per cent. from Rio de Janeiro, with most of the balance from Paranaguá and

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Victoria. The United States takes about 66 per cent. of the whole. The direct export to Europe is about 3,793,000 bags.

Brazil's problem is to adjust the balance between production and export. The crop, in bags of 60 kilos, was 17,164,100 in 1949-50, 16,400,000 in 1950-51, and 16,948,500 in 1951-52.

Exports.		Bags.		1000's of Cruzeiros.
1947	..	14,830,064	..	7,755,099
1948	..	17,492,324	..	9,018,564
1949	..	19,368,993	..	11,610,705
1950	..	14,834,885	..	15,908,000

Cacao is produced on a scale which makes Brazil the second largest grower in the world. The natural requirements of a moist climate and a light rich soil are met over a large area, notably in Baía State, where about 100 million trees are in bearing, in Maranhão, where the best quality is grown, and in the coastal parts of São Paulo and Rio de Janeiro States. There are estates also in Amazonas and in Pará. Export of beans, 1949—132,244 tons, value Cr.\$963,505,000; 1950—131,996 m. tons, value Cr.\$1,446 millions.

About 96 per cent. of the cacao is grown in Baía on 100,000 hectares. There are two crop harvests a year, in January and December, and in May and June. The ports of Bahia and Ilhéos are the centres of the trade and approximately 53 per cent. of the exports are to the United States. Exports of cacao are 4.95 per cent. of total exports. In 1950-51 the Brazilian crop was 2,271,141 bags of 60 kilos.

Tobacco was introduced by the early Portuguese colonists and was for about 300 years one of the most important products. Brazil ranks fifth among world producers. Internal consumption accounts for nearly half of the total crop of 106,370 metric tons. State of Baía, where the leaf is suitable for cigars, and Rio Grande do Sul produce two-thirds of the crop. Minas Geraes is next in importance, followed by Santa Catarina, Pernambuco and São Paulo. Exports :— 1949—28,265 m. tons, value Cr.\$279,268,000 ; 1950—36,687 m. tons, value Cr.\$409,040,000.

Rubber :—Before the development of the rubber plantations in the East, Brazil was by far the chief source of rubber. The type collected, known as “up-river, hard-cured fine Pará,” is the best in the world. The great age of the trees and the native method of curing account for the superiority. Production in 1950 was 24,447 m. tons, most of which was used locally. Brazil is now importing rubber for her tyre factories.

Nuts and seeds are collected in lieu of rubber from certain areas when the rubber market is low, although seldom in the Xingu valley, whence comes a large proportion of the “Caucho” variety. Manaós is the largest centre of rubber collection, followed by Pará, and the exports include a small proportion from Iquitos (Peru).

The Ford Company of Pará has a concession of virgin tableland on the Tapajós River, where about 5,000 acres have been planted.

Balatá :—A high quality of gum is obtained from the Rio Negro Valley and the region north of Manaus, and a less valuable sort from the Amazon. Manaus is the entrepôt both for Brazilian and

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Peruvian (Iquitos) balatá.

Cotton :—The Southern Zones, comprising the States of São Paulo, Paraná, Minas Gerais and Espírito Santo, produce more than half of the cotton crop. The rest comes from the cluster of north-eastern States from Maranhão to Sergipe. Perhaps the best-esteemed quality of cotton is shipped from Pernambuco. The total area under cotton is 2,708,286 hectares, and Brazil supplies about two-thirds of the South American cotton crop. The potentialities are limited by little else than the supply of labour, transport, and insect pest. The fibres are now properly graded and the Federal Cotton Service has stations and seed farms for the production of improved seeds and methods of cultivation. Total production, 1950, was 421,744 m. tons, with 791,311 m. tons of seed. Raw and prepared cotton accounted for 8.6 per cent. of total exports in 1950. Exports : Raw cotton, 1949—139,759 m. tons, value Cr.\$2,006,879,000 ; 1950—128,845 m. tons, value Cr.\$1,936,109,000. Linters, 1950—41,000 tons, value Cr.\$130 millions ; cotton waste, 1950—10,000 tons, value Cr.\$68,000,000.

Rice export is increasing. More careful attention to cultivation and treatment and to the standards of types would increase the popularity of Brazilian rice in Europe. São Paulo produces half, Rio Grande do Sul 17 per cent., and Minas Gerais 13 per cent. of the total. Total production, 1950, was about 3,209,735 m. tons. Exports : 1949—991 m. tons, value Cr.\$3,151,000 ; 1950—80,305 m. tons, value Cr.\$196,941,000. Rio Grande do Sul is responsible for almost all of the total exports.

Sugar :—Although the Brazilian sugar industry is one of the oldest in the country it lacks organization and is unable to compete with foreign production. "Mosaic" pest has played havoc in the State of Rio de Janeiro, but large quantities of the immune "Java" cane from São Paulo have now been planted. The production of *usinas* sugar (72 per cent. of the whole), for all Brazil during 1950-51 was 24,752,000 bags of 60 kilos. In addition 5 million bags of low grade "dark" sugar is turned out in the interior. An increasing amount is used for producing rum and alcohol. Local requirements of *usinas* sugar are 24,035,000 bags. Exports : 1949—38,700 m. tons, value Cr.\$78,096,000 ; 1950—23,000 m. tons, value Cr.\$61,000,000.

Herva Maté, better known under its Spanish name (*Yerba maté*), or as Brazilian tea, is grown in and exported from Southern Brazil, in particular from the States of Paraná and Rio Grande do Sul, and the ports Paranaguá and Antonina. The plant grows wild in the forests, requiring no cultivation. Brazil produces 65,000 tons. Most of the annual export goes to Argentina and Uruguay. Exports : 1949—47,369 m. tons, value Cr.\$148 millions ; 1950—45,780 m. tons, value Cr.\$146 millions.

Silk rearing from the mulberry is practised on coffee fazendas in São Paulo State and upon small-holdings there and in Rio Grande do Sul. The climate is favourable, the culture is familiar to many Italian immigrants, and a good market for cocoons is given by the spinning factories, but silk production, for all that, appears to be

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a dying industry. Production of raw silk, 761 m. tons in 1946-47, was only 135 m. tons in 1950-51.

Timber :—The forest, computed at 1,000 million acres, or half the country's land area, furnishes timber of unexcelled variety, ranging from the very hardest to the lightest kinds, besides secondary forest material such as wax, oils, rubber, nuts, tannin and fibres. The woods of the Amazon valley are little exploited, but rafts are floated down to Pará, whence hard and fancy woods are shipped to the United States, Spain, Portugal, and the Southern States of Brazil.

Jacaranda (rosewood), found especially in Espírito Santo State, and exported from Victoria, is the most valuable timber. The pine forests of the Rio Paraná, covering an area of 1,000 miles in length, are commercially the most exploitable. Paraná pine accounts for 85 per cent. of the timber export, and is used on a small scale in the local manufacture of wood-pulp and matches. The second most important export is "imbuia."

Over a large part of the country the supply is too diverse for ready classification and collection into marketable qualities. Partly for that reason the exports have never been big. The difficulty of transport also impedes what is sure to become a large source of wealth. Exports of timber, mostly pine, 1950—585,000 tons, value Cr.\$702,000,000.

Vegetable Oils :—The Amazon Valley, in the extent and variety of its oil-bearing plants, is probably the largest source of vegetable oils in the world. The **babassu** kernels, largely collected at Maranhão and Parnaíba, compare in value with copra and yield an oil used in margarine, soap and candle making. The kernel yields 75 per cent. of its weight in edible oil, besides various by-products. There are from 400 to 500 millions of babassú palm in the north and west centre of Brazil. Production of nuts is around 70,000 m. tons.

Production of oilseeds in 1951 were estimated in m. tons at : cotton seed, 600,000 ; peanut, 145,000 ; soybean, 60,000 ; castor bean, 150,000 ; tecum and ouricouri, 70,000 ; flaxseed, oiticaca seed, and tung nuts, 76,000.

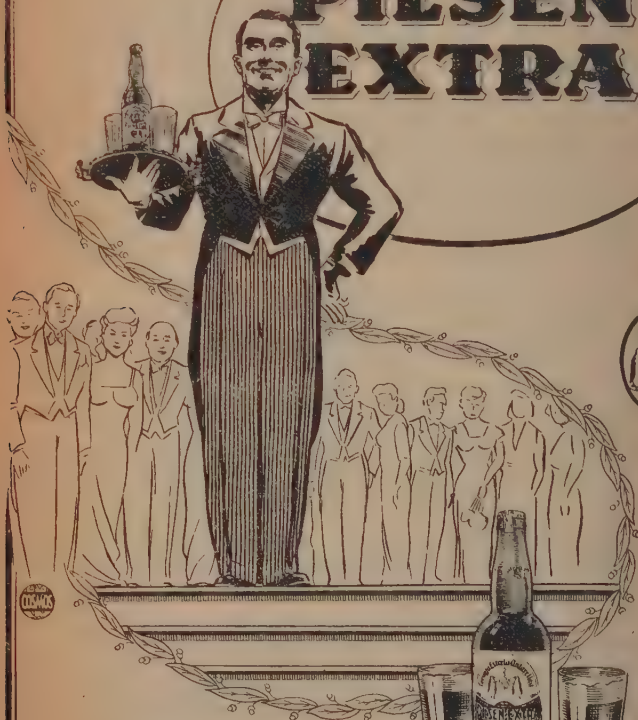
In 1949 the output of vegetable oils was about 176,093 m. tons, against an average of 133,583 m. tons for 1942-46. The four main oils are cotton seed (68,840 m. tons), peanut (29,050), babassu, (21,431), and castor (22,191).

Coconut, maize, murumuru, ucuuba, piassava, tung and sesamum oils are also produced, principally in São Paulo and Pernambuco. Peanuts are crushed jointly for their oil and cattle food. Exports of vegetable oil : 1948—31,509 tons, value Cr.\$261,533,000 ; 1950—47,404 tons. The main exports in 1949 were : Cotton seed oil—9,289 m. tons ; castor oil, 10,614 m. tons ; peanut oil, 8,349 m. tons. In 1950, oiticaca oil exports were 9,856 m. tons, with 10,849 m. tons of babassu oil.

The total export of vegetable oil seeds was 128,433 tons in 1950, as compared with from 184,000 to 200,000 tons in the three previous years. The main exports in 1950 were : castor beans, 84,000 tons ; babassu kernels, 15,060 tons.

Fibres :—Sisal (50,000 tons), guaxima (3,500 tons), caroa fibre (6,000 tons), piassava fibre (5,500 tons), uacima fibre (4,000 tons),

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ramie and kapok are all produced. Sisal fibre exports are becoming important. About 93 per cent. of the exports are supplied by the State of Paraíba. Exports have risen from 3,000 m. tons in 1946 to 46,655 m. tons, value Cr.\$244 millions, in 1950. These fibres are now Brazil's sixth most important export.

Timbo, meaning any plant, shrub or tree from which the insecticide rotenone can be extracted, is increasingly exported from the Amazon Valley mainly to the United States. Ipecac root and emetine are both exported.

The Castanha, or **Brazil nut**, is indigenous to the States of Amazonas and Pará, where the trees flourish in the forest. The tree is not cultivated, and its nuts are gathered by collectors. Apart from their use in dessert the nuts are used extensively in confectionery and in the production of salad oil. Exports are from Pará, Manaus Itacoatiara and Parintins. Exports, 1950—unshelled, 13,608 m. tons, value Cr.\$87,264,000; shelled, 3,588 m. tons, value Cr.\$60,156,000. There are small exports of Cashew nut.

The **Coconut** palm occurs for many hundreds of miles along the coastal lands from Pará to Rio de Janeiro, but the most important zone is Baía. The Baía coconut yields 15 per cent. more copra than the Eastern coconut, and 63 per cent. in oil as against 54 per cent. from the Asiatic nut. The official estimate of collected coconuts is 236,327,000.

Waxes : **Carnauba wax** from a palm abundant in Ceará and the northern coastal area, is exported. The wax is extracted from the leaves, the yield being about 33 lbs. of wax per 80 palm trees. The better quality is called "flor," and the inferior "arenosa." Exports : 1950—12,758 m. tons, value Cr.\$408,463,000. Ouricury, a somewhat similar wax—1,464 m. tons.

Turpentine :—A relatively new product is derived from the "Turpentine Tree," which, when "tapped" or pierced, yields Amazon oil closely resembling French turpentine. The spirit is obtained in an almost pure state by boring one hole high in the trunk to form an air inlet and another to act as an outlet for the liquid.

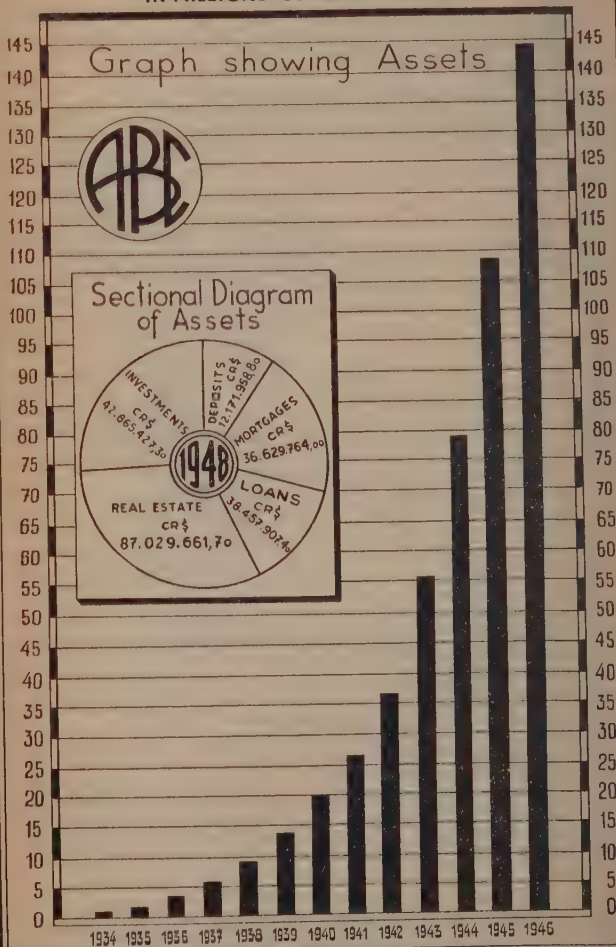
Fruit :—Some of the most delicious table fruits are not organized for sale abroad but efficient arrangements have been made for nuts, bananas, pineapples, and oranges. Orange groves are mainly in São Paulo, Rio de Janeiro, Baía (whence the navel orange was transplanted to California), Minas Gerais, and Rio Grande do Sul. The groves now suffer from tristeza, a root disease. The crop was about 35,700,000 boxes in 1950. Exports have fallen from 5,487,000 boxes in 1938 to 2,416,778 boxes, value Cr.\$197.2 millions, in 1950.

Bananas of excellent quality are exported from Santos, chiefly from plantations in the immediate vicinity. São Paulo State produces 45 million stems of the total 158,000,000 for Brazil. The variety is the Cavendish or Canary banana; and the methods of handling and loading have been improved. Total Brazilian consumption is about 76,000,000 bunches. Exports, 1950—152,000 m. tons.

About 2,790 m. tons of pineapples are exported from Rio de Janeiro, Santos, and Pernambuco. Bread fruit flourishes in the coastal region. Guavas, from which jelly is manufactured, grow in profusion in the tropical parts and near Rio de Janeiro. The lemons are small

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and thick-skinned. Stone and soft fruits, of the kinds familiar in England, yield good crops of good flavour in the temperate regions. Melons grow freely in all parts. Grape vines suffer from fungi, but fine grapes, both for table use and wine making, have been produced in the south for many years. About 226,079 metric tons of grapes are produced from 37,700 hectares. The **Wine** produced, about 113 million litres, is drunk locally.

Grape fruit is as yet little known in Brazil and is often mistaken for the "turanja" of no commercial value. Tangerines, which originated in China, are very largely cultivated in Brazil, where they are known by the names of "mexer iqueira," "laranja cravo," "laranja mimosa," etc. Both grape fruit and tangerines are exported in increasing quantities.

Wheat is grown in the three southern States and is rapidly increasing. The 1951-52 harvest is estimated at 650,000 m. tons, as compared with 500,000 m. tons in 1950-51. Most of this is produced in Rio Grande do Sul. Over 1,228,000 tons are imported yearly. The crop, like oats (10,765 m. tons), barley (14,166 m. tons), rye (15,204), and linseed (14,240), does best at a fair altitude. Bran of all kinds is exported.

Maize, the most important of the cereals, is often grown side by side with beans, melons, or pumpkins. The stalks reach a height of four feet or so. The crop is grown everywhere, although predominantly in the south. Brazil, producing 6.2 million tons, ranks fourth as a world producer.

Mandioca, or cassava, the tuber from which tapioca and manioc flour are obtained by pulping, washing, and drying, grows well at elevations up to 3,000 ft. The flour, or farina, is used in bread and as a thickening for stews. The plant matures in from 12 to 18 months, and in point of nutriment per acre is about six times more profitable than wheat. Alcohol is distilled from manioc in some of the States. Production, 1950, was 13,134,531 m. tons.

Exports are mainly from Rio Grande do Sul, Ceará, Pernambuco, and Pará, in the form of tapioca flour, manioc meal, and flakes. Exports, 1950—35,000 m. tons.

Arrowroot is indigenous. The best is grown along the north coast. Like mandioca, it is crushed, washed, and dried for the recovery of its nutritious flour.

Potatoes of the sweet kind ripen in three or four months and give yields of up to twenty times the weight of seed used. Annual crop of sweet potatoes—966,284 m. tons ; of English potatoes—739,725 m. tons. The crop is much used to fatten pigs, as are the **yams**, which are grown in most of the Brazilian valleys.

Beans, a staple article of food amongst the working classes, are grown especially in the central and southern States, often along with maize : one row of beans and one row of maize. The beans ripen in four or five months from planting, and black beans are the most common. Production is about 1,279,000 m. tons, and there are usually some exports.

The production of **tea** is being stimulated in the State of Minas

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Gerais and São Paulo. Production is about 699 metric tons, of which 498.9 m. tons were exported in 1950.

The **livestock** includes :—Cattle, 50,178,000 ; Horses, 6,928,300 ; Asses and Mules, 4,632,500 ; Sheep, 13,803,800 ; Goats, 8,308,800 ; Swine, 23,881,000.

Cattle and horses are kept, more or less, in all parts of the country, but the States of Rio Grande do Sul and Minas Gerais have about half of the total number. Mules and asses are largely used for transport. Sheep are farmed chiefly in the far south, almost entirely in Rio Grande do Sul. Goats are the livestock of the northern part and are raised mainly for their skins, which are exported in large numbers. Swine are most abundant in Minas Gerais and Rio Grande do Sul. Brazil is the third largest pig-breeding country in the world.

Common Brazilian fowls are of poor quality, but superior breeds have been introduced, and successful poultry farming is carried on near Rio de Janeiro and São Paulo.

Meat :—About 25 per cent. of the cattle raised come from the State of Rio Grande do Sul, which has become the chief exporting centre for Brazilian beef. Over half a million head of cattle are fattened every year in the State of São Paulo on cultivated pastures. These States are the only ones in Brazil where European improved breeds thrive on the open range.

There are 50,178,000 head of cattle in all Brazil, of which 10,000,000 are in Rio Grande do Sul and 11,250,000 in Minas Gerais. The principal fattening camps are around the Barretos district in the State of São Paulo, and here more than 300,000 head of cattle are fattened every year. A number of fattening camps have been formed along the Sorocabana and Noroeste Railways and a quantity of suitable cattle are forthcoming from this zone for the frigoríficos in São Paulo. In the State of Minas Gerais cattle fattening is increasing year by year, particularly in the Triângulo, the district between Rio Grande and Rio Paranaíba, extending to the Araza and Patos districts—and the north-west part of the State. The fat cattle find their way to Rio de Janeiro and São Paulo in about equal proportions. There are 21 frigoríficos and 70 "charque" establishments in Brazil. Total slaughtering in Government inspected concerns and municipal slaughterhouses is about 5,800,000 cattle, 4,400,000 swine, 1,000,000 sheep, and 1,139,000 goats. Total meat production is 1,057,250 m. tons, of which 877,500 tons is beef. The home consumption of jerked and fresh meat is increasing.

The bulk of the exports of chilled Brazilian beef is sold to Israel, Portugal and Belgium. Canned beef is sold mainly to the U.S.A. and Britain. Export of beef is now prohibited except from Rio Grande do Sul.

Exports are mainly chilled beef (10,885 m. tons in 1950), and preserved beef (6,747 m. tons in 1950). Total value, 1950—Cr.\$149,520,513.

Brazil, after Argentina, is the largest producer and exporter of hides and skins in South America, is the second largest exporter in the world of cattle hides, and is an important exporter of goat skins.

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Exports of hides and skins, 1949—60,938 m. tons, value Cr.\$692.6 millions; 1950—59,209 m. tons, value Cr.\$584.3 millions.

The Brazilian wool clip, mostly from Rio Grande do Sul, is about 20,000 m. tons a year. The textile mills consume most of it. Exports, 1949—2,451 m. tons; 1950—1,000 m. tons.

Dairying has been extensively developed in Minas Gerais, São Paulo and Rio de Janeiro. The national output of cheese and butter is about 19,000 m. tons each a year. Minas Gerais is famous throughout Brazil for its "Minas" or "Mineiro" cheese.

Fishing : The annual fish catch is about 150,000,000 lb. This is the largest catch for any of the South American countries. The Amazon region has vast fishery resources and a large variety of fish. Only two species are used for commercial processing; the pirarucú and an aquatic mammal, the peixe-boi (sea-cow). The most important species sold in the fresh fish markets are the pescado (small hake) and the tucunare.

The most common species of the "Bulge" area are : garoupa (grouper), bicuda (barracuda), and the voader, which is dried and sent to the interior where it is a favourite fish of labouring groups. In Paraíba and Rio Grande do Norte, albacora (swordfish) is caught in large quantities. Shrimps are caught and dried along the coasts of Maranhão, Ceará, and Bahia. Large quantities of crabs, clams, shrimps, spiny lobsters, and turtles are caught and consumed in Alagoas, Pernambuco, and Pará. Sharks are found along the whole Brazilian coast, and shark meat frequently appears on the markets of São Luiz, Cabedelo, Ilheus, Rio de Janeiro, Santos, Florianópolis, and Rio Grande.

In the Rio de Janeiro and Rio Grande do Sul areas, sardines are very abundant. Other fish caught in this region are : anchovy, grouper, tainha (mullet), bagaré (sold as salmon), corvina, shrimps, and other species. Brazil's South Atlantic coast is considered its best fishing ground.

Furs and Skins :—Nutria skins are collected for export to Europe, where they are generally sold without indication of their origin. Monkey skins also are sent to France and England, notably those of the bearded monkey or "guariba," and of the "muriqui," "eia," and "prego" monkeys. Of the various deerskins the red "matteiro" species is the best. Jaguar or "onca" skins are obtained in Minas State, and wolf, wild-cat, and otter in many parts of the country. The Amazon area and Mato Grosso supply reptile skins.

Isinglass, or fish glue, prepared at the mouth of the Amazon, is exported chiefly to England in quantities varying from 100 to 300 tons per annum by merchants in Pará.

Drugs :—Most of the plants used in medicine exist and are collected in Brazil. Varieties of the cinchona, the source of quinine, abound as well as quassia, gentian and other bitter drugs. Ipecacuanha is found especially in Minas Gerais and Bahia, nux vomica in Amazonas. Jaborandi, used largely as a hair tonic, commonest in the northern States, grows also in São Paulo. Jalap, verberna, and digitalis, senna and castor seed are among the better-known products of an innumerable variety, passing under local as well as

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scientific names.

Butterflies :—There are over 30,000 species of butterflies in Brazil. Some 3-4,000 lepidoptera are found in the Federal District alone. Settlers in Southern Brazil make pocket money by catching and preserving butterflies, chiefly of the "morpho" and "blue silk" varieties, for use in jewellery and ornaments. Mounting and setting coloured beetles and other insects is a thriving small industry.

Orchids :—Well over 1,000 varieties have been identified, and there are orchids of greater or less value in favourable situations in the Amazon valley and throughout the coastal hills. Many of the most valuable of the Amazonian orchids are found on tree tops, and they are hunted by collectors during the dry season beginning in March. Pernambuco is a regular market for varieties prized by the outer world. Some of the rarest and dearest are found in Santa Catharina State.

ON THE FAZENDAS.

The typical fazenda is an industrial undertaking for the production of most often coffee, but sometimes of cotton or sugar cane. The fazendeiro, or proprietor, normally lives upon the estate (as does his manager), and near to the workers' cottages, which are built nowadays of brick with a single door and two or three windows. The cottages are usually all the same size, set in line, and backed by allotments for growing vegetables and keeping one or two animals per family. The buildings include the engenhos, or barns, in which the coffee is washed and worked, and the sugar cane crushed. They adjoin the terreiros, a large paved yard. On large fazendas there is a central store, church and school, and on the largest a hospital, restaurant, and cinema may be found.

The main work of the ordinary colonist upon a coffee estate is weeding, which must be done about six times a year. A single worker is able to tend 2,000 trees, occupying about 6 acres; families tend a larger number, according to their size. Pruning is mostly done by gangs of experienced men who travel the district. A fact of great practical importance to the São Paulo coffee industry, and one which explains its large development, is that the berries ripen together, usually towards the end of June, although picking is not necessarily completed until November. Instead of making two or three harvests, as in some countries, the planter is able to economize labour by picking all the berries from one bush at a time.

Fertilizers are dear and cost more than twice as much as in Europe, and are accordingly little used. A cheap supply of nitrogenous and phosphatic manures would greatly increase the fertility of the estates.

The workers, who are largely European immigrants, are paid an agreed price per 1,000 shrubs for cleaning, weeding, or pruning the coffee plants. For gathering coffee berries they earn a fixed price per alqueira (a bushel measure of some 50-55 litres). In addition they work for daily wages for probably fifty days per year. In their free time they cultivate crops either plots set apart for the purpose or between the lines of coffee plants upon the estate. Beans and maize are thus grown for food, and pigs, cows, goats,

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or chickens are fattened.

Safeguards have been devised in the interests of immigrant workers. The conditions have been found good by many thousands of Southern and Central European labourers, and some have risen to possess fazendas of their own.

MINERAL RICHES.

Gold distributed widely over the three southern mountain ranges is found chiefly in low-grade quartz veins. The most important zone is in central Minas Gerais, where the only two mines in Brazil are operated. Generally speaking, the average percentage of the deposits is not more than 10 grammes of gold per ton. The St. John Del Rey mines, in Minas Gerais, which celebrated their centenary in 1931, are almost the only ones in regular work. Production, 1950—4,081 kilos, value Cr.\$154,288,000.

Manganese ore, the most considerable of Brazilian mineral products, is produced chiefly in Minas Gerais State, and is also worked on an increasing scale near the port of Baía. There are proved but undeveloped deposits in Maranhão, about 200 miles from Pará, and the Urucum mountain, 15 miles south of Corumbá, in Mato Grosso, is said to be the richest deposit of manganese in the world. Exports of ore are almost entirely from Rio de Janeiro and predominantly to the United States. Production, 1950—231,417 tons. Exports: 1948—141,253 tons; 1949—149,816 tons.

Coal:—The principal mines are at São Jeronymo, Butiá and Jacuhy in Rio Grande do Sul, and Araranguá, Urussanga, Lauro Muller and Crisciuma in Santa Catarina, reserves being estimated at 5,000 million tons. The 1950 production was some 1,983,063 m. tons. The quality is poor, but the coal is used by certain railways and industries. Imports of coal were 1,082,722 m. tons in 1950.

Iron:—The reserves of ore existing chiefly as magnetite and haematite (locally called itabirite) compare in size with those of the United States and are computed at 25 per cent. of the available world supply. The deposits occur chiefly in Minas Gerais and southward. The average content of metallic iron is estimated at 60 per cent. or more with a low percentage of phosphorus. They have not been properly exploited because of the dearth and poorness of fuel and distance from the markets. There are at present 12 reverberating furnaces in Minas Gerais for the production of pig iron, and seven Siemens-Martin furnaces turning out steel. A large number of foundries have been established in the State of São Paulo, Rio Grande and Rio de Janeiro. The 1950 production of pig-iron was 729,033 m. tons; of steel, 755,964 m. tons, and of sheet-iron and steel, 1,790,000 m. tons. Export of iron ore: 1949—675,574 m. tons; 1950—890,000 m. tons. Pig iron, 1949—11,640 tons; iron and steel plates, 1949—13,315 tons.

A major industrial undertaking are the National Steel Mills at Volta Redonda, State of Rio de Janeiro, near the border of Minas Gerais, 90 miles from the Capital and 220 from São Paulo. Volta Redonda is south of the Serra do Mar, and is served by the Central Railroad of Brazil to Rio de Janeiro. This has now been electrified.

The plant produces 420,000 m. tons of steel ingots, 287,000 m.

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tons of rolled steel products, and 339,000 m. tons of pig iron annually. It has two open-hearth steel and six blast furnaces capable of handling 800 tons of ore daily, using coke from coal gotten at Santa Catarina. The plant manufactures steel rails and accessories, sheet steel, tinplate, angle bars, etc., and produces by-products such as sulphate of ammonia, toluol, benzol, heavy and light oils, tar, and basic products for the chemical industries.

The plant has an overall length of three miles. The mill is close to the Paraíba River, which supplies an ample volume of water. On the side of the valley above it is the model town of Volta Redonda, with housing for 10,000 people.

Another project under way is the development of the Itabira iron ores, estimated to amount to 25 per cent. of the world's supply. These ores would be of inestimable value to the steel industries of Great Britain, the U.S.A., and of Brazil itself. The mined ore is taken by rail to the Atlantic port of Vitoria for export, where there is a conveyor belt to load four vessels at the same time and handle 7,000 tons a day. The 350-mile Vitoria-Minas Railroad has been rehabilitated to bear a traffic of 1,500,000 tons of ore annually. This railway connects with the Central Railway of Brazil, and also with the Leopoldina Railway. There is a project, too, for connecting the Vitoria-Minas Railway with the Baía-Minas Railway. Another project is the building of a new railway between the Itabira deposits and the port of Santa Cruz, which is on the Espírito Santo coast 80 kilometres north of Vitoria for the sole purpose of exporting iron ore.

Exports of iron ore from Vitoria were 721,800 tons in 1950, and 1,274,000 tons in 1951.

Oil :—The discovery of bituminous schists in Piauhý and other northern States is reported from time to time. The best results have been obtained in Baía, near the State Capital, where the oil fields of Lobato, Joanes, Candeias, Aratu, and Itaparica have been discovered. Production was 270,665 barrels in the first six months of 1951. A thermal cracking plant is being installed at Mataripe with a daily refining capacity of 2,500 barrels.

Bauxite in large quantities is found in Minas Gerais and elsewhere, but little aluminium is produced by 3 plants. **Asbestos** has been found in Minas Gerais, Baía, Pernambuco, and Rio Grande do Norte. Deposits of **Barytes** are being worked in three districts in Minas Gerais. **Chromium** and chromite deposits have been found in the State of Baía. **Copper** exists in Baía, Paraíba, Ceará and Rio Grande do Sul. **Molybdenum**, associated with hyaline quartz and iron pyrites, is found in Santa Caterina. **Nickel** deposits exists in Minas Gerais and Goiás. Work has been begun on the deposits at Livramento and Barro Branco, and there are some exports. **Platinum** is found in alluvial deposits in Minas Gerais and Mato Grosso. Almost all the galenas contain **Silver**. The lead mines of Adrianopolis, in the Ribeira River valley, yield 5 tons of lead and 5 kilos of silver daily. Production of **Kieselguhr** is now 1,056 tons a year. There is **Mica** in Minas Gerais and there are small exports : 987 tons in 1948, 558 tons in 1949.

Tin and Tungsten :—Cassiterite is found in Minas Gerais,

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Paraíba, and also in Rio Grande do Sul in association with wolframite. **Titanium** : Rutile is found in the diamond districts of Minas Gerais, Baía and Goiás. Large crystals are encountered in the alluvial deposits. **Zirconium** ore is obtained chiefly from mines in Goiás. The ore contains about 86 per cent. of zircon dioxide. There are abundant **Monazitic Sands** on the coast of the States of Baía, Espírito Santo and Rio de Janeiro, in conjunction with ilmenite and zircon sands. Exports of **rock crystal** (for optical and radio manufacture) were 720 m. tons in 1948, and 260 m. tons in 1950.

Mineral Waters :—Wonderful mineral springs are found chiefly in the southern part of the State of Minas Gerais. Beautiful spas have been created around these health-giving waters, and at Caxambú, for instance, in addition to the most modern hydro-therapeutic establishments for the treatment of invalids, there is a large industry engaged in preparing the water for distribution to all parts of the country.

The production of **Salt**, mainly in Rio Grande do Norte, is about 805,630 m. tons a year.

PRECIOUS STONES.

Gems, more or less precious, are found in Brazil in great variety. Among the kinds are colourless tourmaline or achroite and amethysts. Andalusites are found in several colours but rarely in perfect crystals. Beryls, blue and green and pale gold occur in Minas Gerais ; cachalong, a variety of opal, is found at Rio do Peixe, Santa Catarina ; chrysoberyl and cymophane (true cat's-eye) in Minas Novos and in quartz veins in several streams.

Diamonds have been obtained from Brazil for 200 years, chiefly from Diamantina (Minas Gerais), and also from parts of Goiás, Mato Grosso, and Baía. The stones are esteemed even more highly than Kimberley diamonds. Gems of large size have been found, including one at Patos on the River Areado, weighing over 2,000 carats and valued at about £160,000. A stone discovered in 1929 in the River Abaete is reported to be the largest rose diamond in the world. Exports : 1948—12,086 grams, value Cr.\$18,805,000 ; 1949—7,529 grams, value Cr.\$11,277,000.

Carbonados or black diamonds used in industry as abrasives are found hardly anywhere outside Brazil. The Paraguassú River (Baía) is the principal source of these exceedingly hard crystals.

Emeralds have been occasionally discovered. Garnets occur in quartz and gneiss in many parts. Jasper, together with agates, cornelians, and sards, is common in the river beds of Rio Grande do Sul. Precious opal has been obtained at Agua Saija. **Pearl** fishing is not organized, but pearls are recovered from the lagoons of the Araguaya and its tributaries. Rubies, although scarce, are not unknown. **Sapphires** are found with diamonds in the River Coxim and its tributaries (Matto Grosso). Topaz has been obtained for a century past from Pescaria, an island near Rio de Janeiro.

Export of aquamarines and precious and semi-precious stones, 1948—1,326,699 grams ; 1949—1,030,515 grams.

TRADE AND COMMERCE.

The following records the recent course of Brazilian international trade :—

					Exports. Millions of Cruzeiros.	Imports.
1950	..	..	..	..	24,913.5	20,313.4
1949	..	..	..	..	20,153.1	20,648.1
1948	..	..	..	..	21,696.9	20,984.9
1947	..	..	..	..	21,179.4	22,789.3

In 1950 the United States' exports to Brazil amounted to 34.5 per cent. of the total, Great Britain's to 12.3 per cent., and Argentina to 10 per cent. The U.S.A. took 54.5 per cent. of Brazil's total exports, Great Britain took 8.3 per cent., and Argentina 5.6 per cent. in 1950.

The Federal District takes 40 per cent. and São Paulo State takes 42 per cent. of the total imports. São Paulo provides 50, and the Federal District 16.6 per cent. of the total exports.

FOREIGN DEBT (Dec. 31, 1950.)

Currency.		Federal Union, States, and Municipalities.
Sterling	.. .. .	£72,473,000
U.S.\$..	.. .. .	\$164,955,000

The internal debt is stated to be Cr.\$10,428 millions, and the floating debt Cr.\$10,171 millions.

Foreign Capital invested in Brazil is preponderantly American and British. About Cr.\$25,136 millions of foreign capital is invested in commercial enterprises. The U.S. accounts for 53.9 per cent. and Britain for 28.8 per cent. of this investment.

PRESS.

Rio de Janeiro : "Diario Carioca," "O Globo," "Diario de Noticias," "A Nação," "Correio da Manhã," "Jornal do Brasil," "Jornal do Commercio," "A Noite," "Diario da Noite," "O Jornal," "Diario Oficial," (the official gazette). "Brazil Herald" (daily, in English); and many others.

São Paulo : "Diario do Noite," "Folha da Manhã e da Noite," "Diario Popular," "O Estado de São Paulo," "Diario de São Paulo," "A Plates," "Correio Paulistano," "Times of Brazil," "A Gazeta."

Bahia : "Diario de Noticias," "A Tarde."

Pernambuco : "Jornal do Recife," "Jornal do Commercio," "Diario de Pernambuco," "Diario da Manhã," "Folha da Manhã."

Santos : "O Diario de Santos," "A Tribuna."

Para : "Estado do Pará," "A Folha do Norte."

Manaos : "O Jornal."

Porto Alegre : "Correio do Povo," "Diario de Noticias."

Rio Grande : "Rio Grande," "O Tempo," "Gazeta da Tarde."

Pelotas : "A Opinião Publica," "Diario Popular."

Curitiba : "O Dia," "Gazeta do Povo."

INDUSTRIAL DEVELOPMENT.

The manufacturing industries are expanding rapidly. Brazil is now the most highly industrialised country in South America. She is self-supporting in everything except fuel, metals, machinery, vehicles, chemicals, and some foodstuffs, notably wheat. Manufacturing is mostly confined to consumer goods. The processing of foods and the production of textiles are the most important. About four-fifths of the raw materials are produced in the country.

Since the beginning of this century the manufacturing industries

of the State of São Paulo, under the protection of a heavy customs tariff, and the utilization of electric power, have made extraordinary progress. (If the index for 1911 is taken as 100, the index for 1943 stood at 5,473.) The total number of registered industrial establishments showed an increase of 330 per cent. between 1938 and 1950. São Paulo State is responsible for 60 per cent. of Brazil's industrial production.

In all Brazil there are 440 cotton mills with 3,300,000 spindles and 100,000 looms, producing, in 1946, 1,200 million metres of cloth and 159,809 metric tons of yarn, and consuming 215,000 tons of cotton. The most important mills are at Rio, São Paulo, in Minas Gerais, the Federal District, and the northern States. The cotton knitting industry has 162 establishments, mostly in São Paulo, with 29,400 spindles and 5,170 knitting machines. Export of Brazilian cotton textiles fell from 16,673 m. tons in 1947, to 1,356 m. tons in 1950.

The 211 silk and rayon weaving mills in São Paulo State have a total of 11,080 looms, and produce ribbon as well as broader fabrics and silk stockings (annual output 3,500,000 pairs). There are five rayon factories in Brazil, with an output of 63 million pounds of long yarn. In all Brazil, 60 mills spin silk yarns from cocoons, but this is a dying industry.

The woollen industry employs about 3,000 operatives in the States of Rio Grande do Sul and São Paulo. In the latter State there are over 600 looms and some 20,400 spindles, producing 8,500,000 square metres of woollen textiles.

There are 12 spinning and weaving jute mills (3,154 looms) in the State of São Paulo. In Santos there is a weaving mill with 180 looms, and in Rio de Janeiro and other parts of the Republic, weaving mills operating 1,093 looms. In all, there are 30 jute mills spinning or weaving in Brazil, with 5,007 looms, producing, in all, 13,794,500 metres of burlap, 44,034,200 bags, and 3,000 tons of yarns. The factory of the Cia Fabril de Juta Taubate is the largest jute factory in S. America.

Eleven paper factories in the State produce 141,600 metric tons of paper of all kinds and qualities, though there is still an inadequate domestic production of newsprint. Brazil has very large supplies of vegetable fibres from which the paper industry could obtain its requirements of cellulose. In all Brazil there are 60 paper factories producing 250,000 m. tons, or all of the nation's needs.

As one of the world's greatest producers of hides and skins, Brazilian tanneries are important. Some 460 of them in 1949 produced 102,600 m. tons of leather.

Two of the most prosperous industries in Brazil are those producing footwear and headgear. According to official figures the number of boots and shoes produced by national factories exceeds 70,000,000 pairs; and the number of hats 9,000,000. The perfume and cosmetic industries are prospering, and 70 factories produce 66,500 tons of glass.

There are 338 sugar mills in the country, 54 in the State of Pernambuco, with an annual production of 21,000,000 bags of sugar, 123,000,000 litres of spirit and 134,000,000 litres of alcohol. Seven

large concerns produce 1,381,976 m. tons of cement.

There are 15 rubber manufacturing factories in the Federal District turning out tyres (1,353,000), inner tubes (880,000) and overshoes.

Lesser industries are those producing containers, tobacco, food products, chemicals, furniture, matches, metal art goods, lumber and its products, and leather and its products.

Domestic products which suffice to meet national requirements are iron, steel, cement, paper, and pharmaceutical goods.

The industrial development of Brazil is enormously helped by unlimited **water-power**. It is estimated that 19,500,000 H.P. are available, but so far only about 3 per cent. have actually been developed, mainly by the Brazilian Traction Co. This company, which sold 4,051,703,866 kw. hours of electrical energy in 1950, provides power and light to the cities of Rio de Janeiro, São Paulo and Santos. The American and Foreign Power Company, operating in ten States, has an installed capacity of 256,000 k.w.

There are also two large hydro-electric plants near Rio de Janeiro. One, the Jerry O'Connell Dam at Bananeiras (Baía), has a capacity of 9,000 kilowatts, and furnishes electricity for the city of Baía. Large and small stations have a generating capacity of 1,496,959 kilowatts (1,244,321 hydro-electric and 252,538 thermo-electric). This is to be increased by 1953 to 2,713,744 kilowatts.

Total production of electricity in Brazil during 1950 was 7,500 million kilowatt-hours.

Immigration :—Of some 4 million immigrants since 1886 approximately 1,150,000 arrived from Portugal, 1,373,000 from Italy, 578,000 from Spain, with about 200,000 from Germany, 110,000 from Russia, 90,000 from Austria, and 60,000 from Japan.

From 1939 to 1945, the number of foreigners taking up residence in Brazil was exceeded by the number of foreigners leaving it. Immigrants numbered 16,570 in 1950. Nearly half were Portuguese.

The conditions of immigrant life in Southern Brazil have been found much more adapted to the peoples of Central and Southern Europe than to those of English upbringing. Agencies exist to help immigrants, and information on the subject is obtainable through the leading shipping companies.

Transport continues to be Brazil's main problem. The interior is unfortunately cut off from the coast, except on the north, by almost impassable mountains. The present trend is towards building roads rather than railways, and the motor-lorry already plays a large part in Brazilian transport.

The **Railways** are theoretically all vested in the State and are either directly operated as Federal or State railways or worked on concession or lease with or without guarantee of interest. The British Leopoldina Railway and the Great Western of Brazil Railway have now been sold to the Government.

Attempts are being made to unify Brazil's five existing gauges. The northern and southern groups of railways have now been joined by a new line of 372 miles.

At the beginning of 1951 there were 36,340 kiloms., in operation (single track), a mileage increase by 76 per cent. since 1907. Three-

fourths of the total mileage radiate from São Paulo or Rio de Janeiro.

Roads :—Road construction has been pressed on with new energy, notably in São Paulo State, which has the best roads in the country, and in the adjacent south-eastern States. In the interior a good road is being driven from the railway to Cuyabá (Matto Grosso). In the north-eastern area near Ceará, Rio Grande do Norte, and Parahyba, new motor roads accompany the development of irrigation. A capital new highway connects São Paulo with Rio de Janeiro, and work is progressing on the final stages of a 600 kilometre road between Rio and Belo Horizonte, capital of the State of Minas Gerais. The road, 560 miles long, from São Jao, in the State of Santa Caterina, to Barracao, on the Argentine frontier, is nearing completion. The 1,700 kilom. road from Rio de Janeiro to Bahia is open, but cannot be used along its whole length during the rainy season.

Less than a quarter are improved roads. There are 10,600 kiloms. of Federal highways, and 5,000 kilometres of State controlled highways.

Brazil's Federal and State highway programmes are co-ordinated under a national plan which designs to make all parts of the country accessible through a network of first-class roads.

WEIGHTS AND MEASURES.

The metric system was adopted in 1889, and is used in all official departments. It is the only dependable standard to employ, as various of the ancient measures have widely different measurements in different parts of the country.

BRAZILIAN CURRENCY.

Since Nov. 1, 1942, the unit of the monetary system has been the **Cruzeiro**, equal in value to the old milréis, and divided into 100 centavos. The metal money consists of 1, 2, and 5 cruzeiros, and 10, 20, and 50 centavos. There is paper money for 10, 20, 50, 100, 200, 500, and 1000 cruzeiros. All money amounts are now proceeded by the symbol Cr\$. A comma is used to indicate the division of cruzeiros from centavos. For example :—

Cr \$0.30 (thirty centavos).

Cr \$12.10 (twelve cruzeiros and ten centavos).

Cr \$875.25 (eight hundred and seventy-five cruzeiros and twenty-five centavos).

A conto of cruzeiros is Cr\$1000.

The U.S. dollar has been adopted as the basis of exchange. The selling rate for sterling is 52.416, and for the dollar is 18.72.

POSTS AND TELEGRAPHS.

Letter Post :—Inland and Pan-America and to Spain, per first 20 grammes, 60 centavos and 50 centavos per 20 grammes thereafter. Foreign, per first 20 grammes, Cr.\$1.50 and 90 centavos per 20 grammes thereafter. Air-mail : Inter-state rate is Cr.\$1.20 for each 5 grammes or fraction of L.C. mail (letters, letter cards, postcards), and 25 grammes of A.O. mail (manuscripts, samples, printed matter and parcels). The charge within the same state is Cr.\$0.90. Foreign countries are divided into ten groups, according to distance from Brazil. Charges are for 10 grammes of L.C. mail and 50

grammes of A.O. mail. They vary from Cr.\$1.70 L.C. Cr.\$2.00 A.O. for near Republics; Cr.\$3.80 L.C., Cr.\$3.50 A.O. for Spain and the U.S.A.; to Cr.\$5.80 L.C. and Cr.\$6.60 A.O. to Great Britain, to which air mail is now carried four times a week by British South American Airways.

Mail from Great Britain to Brazil, see page 28.

Telegrams:—The charge varies from 10 to 40 centavos per word in the various States, in addition to a fixed charge of 1 cruzeiro per message.

Telephones exist in most of the principal towns. The total length of lines is about 570,000 miles. The automatic system has been installed in certain cities. The Companhia Radio Internacional provides direct radio-telephone communication with the United States, Canada, Mexico, Cuba, Argentina, Uruguay, Chile, Japan, and Europe, and also internal Brazilian Services.

Cables:—All America Cables & Radio, Inc., provides communication with all the world through its stations at Rio de Janeiro, Santos, and São Paulo. The Western Telegraph Co., Ltd. (British), has branches at all important ports on the coast and at São Paulo. Communication is provided with all parts of the world "Via Imperial."

International radio-telephone and telegraph services are available. A local company, the Radiotelegraphica Brasileira, maintains constant direct communication by telegram and telephone with nearly all countries from its stations at Pernambuco, São Paulo and Porto Alegre. Messages through this company carry the unpaid prefix "Via Radiobras."

There are altogether 400 **broadcasting** stations in Brazil.

BRITISH EMBASSY AND CONSULATES IN BRAZIL.

(M) denotes that the Consular Officer holds a marriage warrant; (L) that he has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR
Rio de Janeiro	Ambassador Extra-ordinary and Plenipotentiary.	Sir Geoffrey Harington Thompson, K.C.M.G.	—
	Counsellor	M. S. Williams.	—
	1st Secy: Head of Chancery	W. I. Combs.	—
	Minister (Comm.)	W. Godfrey, C.B.E.	—
	1st Sec. (Comm.)	D. MacFarlane.	—
	2nd Sec. (Comm.)	L. P. Biddal.	—
	1st Sec. (Labour)	L. Mitche	—
Rio de Janeiro	Consul ..	H. McIlrean	States of Rio de Janeiro, including the Federal District, Espírito Santo, and Minas Gerais east of the line following the 47° Meridian W. from the point at which it intersects the Rio Grande to the point at which it intersects the River Parnaíba.
	Vice-Consul ..	W. G. Dobson	
	Pro-Consul ..	A. J. Templar	
Belo Horizonte	Vice-Consul ..	H. V. Walter	
Morro Velho	Vice-Consul ..	G. F. Senior	
Victoria ..	Vice-Consul ..	—	
Bahia ..	(M) Consul ..	A. J. Evans, M.B.E.	States of Bahia and Sergipe.
	Pro-Consul ..	F. D. Marquez	
Aracaju ..	Consular Agent ..	W. C. Donald	

Pará	(M) Consul (Act.)	R. Gauld	} States of Grand Pará Amazonas, Maranhão, Piaul and the Federal Territory of the Acre.
Manaus ..	Vice-Consul	J. M. de Pontes Leite ..	
Maranhão ..	(L) Vice-Consul	P. J. Turner	
	(M) Vice-Consul	W. A. Purcell	
Pernambuco ..	(M) Consul	D. U. Jackson	} States of Pernam- buco, Alagoas, Paraíba, Rio Grande do Norte, and Ceará.
	Vice-Consul	T. G. Davies.- Williams	
Ceará	(M) Vice-Consul	E. L. Taylor	
Maceió ..	Pro-Consul	W. Trezise	
Natal	Vice-Consul	P. G. Nicholls	
Porto Alegre ..	(M) Consul	A. H. Hamilton- Gordon	} State of Rio Grande do Sul.
	Vice-Consul	E. A. Thorpe	
Rio Grande	(L) Vice-Consul	Vivian Wigg, M.B.E. }	
São Paulo ..	(M) Consul-General	W. M. Carse	} States of São Paulo Paraná, Santa Catarina, Mato Grosso, Goiás and that part of Minas Gerais west of the line following the 47° Meridian W. from the point at which it intersects the Rio Grande to the point at which it intersects the River Parahyba.
	Consul	K. Kenney, O.B.E. ..	
	Vice-Consul	D. O'Leary, M.B.E. ..	
	Vice-Consul	D. R. Darling	
Curitiba ..	Vice-Consul	H. B. Gomm	
Santos	(M) Consul (L.R.)	M. J. V. Blood-Smyth	
	Vice-Consul	H. McCardell, M.B.E. }	
São Francisco do Sul	Vice-Consul	Roland O'N. Addison, M.B.E.	
Florianopolis	Vice-Consul (L.R.)	K. S. Wakefield ..	

Canada and India are represented by Embassies, and Australia and the Union of South Africa by Legations.

BRAZILIAN EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. (54 Mount Street, Mayfair, W.1)	Ambassador Extraordinary and Plenipotentiary.	Dr. José Joaquim Moniz da Aragao, C.B.E.
	Minister Counsellor	Jayme Sloan Chermont.
	Comm. Counsellor	Edgard de Mello.
	1st Secretary	Frank de Mendonça Moscoso.
	1st Secretary	Manuel A. de Pimental Brandão.
	2nd Secretary	Francisco de Assis Grieco. Nascimento e Silva.
	3rd Secretary	Carlos F. L. Lobo.
	Comm. Attaché	Caio Julio César Vieira.
	Attaché	Manoel Antonio Braune.
	Chancellor	M. Gomido Ribello dos Santos.
	Attaché	Gastão Nothman.

CONSULATES.

London .. 32 Green St., Mayfair, W.1	Consul-General	Decio Colmbra.
	Consul	Joao Cabral de Melo Neto.
	Vice-Consul	Lyle A. Tarresse de Fantourar.
Cardiff ..	Consul	Raul Vacchias.
Glasgow ..	Vice-Consul	Braulino Botelho Barbosa.
Liverpool ..	Consul-General	Perilo Gomez.
	Consul	J. Almeida Rodrigues.
Southampton	Consul	Sra Magarida Guedes Nogueira.
	Vice-Consul	Pedro Polzin.
Dublin ..	Consul	Benno Strunck.

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UP THE AMAZON RIVER.

ROUTE LIVERPOOL-MANAUS BOOTH LINE.

Ocean liners of 7,000 tons regularly negotiate the Amazon for a distance of 1,000 miles up to Manaus.

Salinas brings into view the first glimpse of the New World and of the waters of the Amazon, which have changed the colour of the sea from deep blue to pale yellow-green. To starboard is Marajó Island, and opposite a dense green wall of the equatorial forest, with its distances veiled in mist. Between the ship and the shore native catamarans, with blue sails, may usually be seen.

This is the Pará River, one of the mouths of the Amazon, with many forest-clad islands. Small settlements of white bungalows and palm-thatch native huts become frequent. Chapéu Virado is passed, then Mosqueiro, both riverside resorts of the people of Pará, where the ship comes to a momentary rest.

In Pará City, the traveller has the option of staying ashore or of sleeping on board. The hotel is comfortable and modern. Pará reminds the experienced traveller of the East. There are beggars showing their deformities, naked children with mops of dark hair, white towers, and tall waving palms.

One of the first places to visit is the Bosque, a public garden—an area of jungle left untouched to serve as a public park. This can be reached by motor-car or tram. Paths have been cut into the jungle, disclosing beautiful, curious, and weird sights. The frail assai mingles with the bamboo and great buttressed giants. In the middle of the Bosque is a large pond, and nearby is a cave where in semi-darkness hundreds of bats, some of the vampire variety, fly restlessly within inches of the visitor's head.

Passing from the cave into sunlight one traverses the central mango avenue of modern Pará and enters the old town. Here are the market and quayside, with river craft and natives, from the dark-skinned and sometimes fair haired Caboclo to the coffee-coloured Amazonian Indian and the coal-black Barbadian negress.

In the Pará market examples of native work can be purchased cheaply, such as decorated calabashes, snake and onça skins, alligator skulls and teeth, curious pottery, woodwork, pipes, and baskets; together with tropical fruit, tobacco, and Amazonian fish. Near by are the shopping centres in the Rua S. Antonio and João Alfredo. Another place worth a visit is the Zoological Gardens, containing egrets, macaws, parrakeets, and other birds of beautiful plumage. Cages of the fauna of the forest, from the baby coati to the giant onça, or South American leopard, are placed among the palms. Back in the old town, the fort, built where the Portuguese explorers first landed, is the Palace of the Governor of the State, with inlaid floors and furniture in Amazonian woods; a Cathedral and churches, all worth a visit. The streets contain curiosities. Laid out to dry on the pavement are small balls of crude rubber, cocoa beans, brazil nuts, and other forest products.

A few hours up the broad river the region of the thousand islands is entered. The passage between this maze of islets is known as "The Narrows." The ship winds through lanes of yellow flood with equatorial forest within 20 or 30 yards on both sides. In

the Furo Grande the vessel rounds a hairpin bend touching the trees, bow and stern. For over a hundred miles these lanes of water lead through the jungle. Natives in their dugout canoes cease paddling to gaze at the huge vessel. Families of naked children stand on platforms raised above the flood on poles.

When the sun suddenly goes down, troops of monkeys hold conversation before retiring. The moon silhouettes the line of palms—ghostly in their loveliness—and often the indigo vault is ablaze with lightning. These soundless electric storms, although harmless, are awe-inspiring.

After the Narrows, the first point of special interest is formed by the curious flat-topped mountains, on one of which stands the little adobe-and-stucco town of Monte Alegre, an oasis in the desert of forest. Santarem, a few hours up-stream, and on the opposite bank, stands at the confluence of the Tapajós River with the Amazon. The yellow Amazonian water is mottled with greenish patches from the Tapajós. By day gorgeous butterflies flit about the decks, and birds of brilliant plumage, disturbed from their siesta, cross the river or fly along the banks. At night, immense moths are attracted by the tiers of lighted decks.

Obidos is passed during the night. There the river is comparatively narrow, and for many miles little is seen except the wall of the great Amazon forest. The river shines like molten gold in the rays of the noonday sun, changing to silver when the tropical moon rises in the wake of the ship.

About nine miles from Manaus the steamer leaves the main stream and enters the Rio Negro, with blue-black water, which forms dark patches and whirlpools in the yellow Amazonian flood.

Approximate distances up-stream from the river mouth on the Amazon River (English statute miles):—

Pará	80	Santarem	610
Narrows (entrance) ..	225	Obidos	690
Narrows (exit) ..	330	Parintins	790
Gurupá	375	Itacoatira	940
Oteiras	465	Manaus	1,060
Prainha	510		

Liverpool to Manaus, 5,898 miles.

IGUASSU FALLS.

Sete Quedas (Seven Falls) and Iguassú (described on page 162) are pre-eminent amongst the many tourist attractions of South America. In many ways they surpass in natural grandeur both Niagara and the African cataracts of the Zambese. "Cycloptic grandeur," is the expression used by one writer attempting to express something of the beauty and savagery of the 18 falls of Sete Quedas and the 11 at Iguassú. And no less prodigal in astonishing sights is the route by the River Paraná from the railroad, Presidente Epitacio to Guayra (*hotel*). A short railway, 38 miles, runs from Guayra to Porto Mendes, whence a boat is taken to Fóz de Iguassú. Specimens of most varied regional fauna—quaint monkeys, enormous anteaters, alligators and even panthers—can be seen from the decks of the comfortable vessels plying on these rivers. Sete Quedas are three days' travelling from São Paulo, and two more days bring us to Iguassú. There is a weekly air service from São Paulo to Iguassú *via* Curitiba. The hotels at the falls are good.

A BRAZILIAN CALENDAR.

- 1499. Part of the coast explored by Vicente Pinzon.
- 1500. Coast near Bahia discovered by Pedro Alvarez Cabral.
- 1501. Americo Vespucci commands an expedition to Brazil.
- 1503. First settlement established at Bahia.
- 1530. Brazilian coast visited by William Hawkins.
- 1542. Bahia visited by Thomas Pudsey of Southampton.
- 1555. The French established themselves at Rio de Janeiro.
- 1564-72. Vice-Royalty of Mem da Sa.
- 1567. French finally expelled from Rio de Janeiro by the Portuguese.
- 1572. Brazil divided into two Governments at Bahia and Rio de Janeiro.
- 1574. Negro slaves introduced.
- 1577. General Government re-established. First English commercial relations opened up with Santos by John Whithall.
- 1617. First news-sheet founded.
- 1630. Pernambuco captured by the Dutch.
- 1662. Holland signs a treaty surrendering her claims in Brazil.
- 1681. First discovery of gold.
- 1686. Yellow fever introduced.
- 1727. Diamonds discovered in Diamantina. First coffee plants introduced by the French.
- 1762. Seat of Government transferred from Bahia to Rio de Janeiro.
- 1808. Arrival of the Portuguese Court, escorted by a British naval force, in Brazil.
- 1815. Brazil elevated to the rank of a kingdom.
- 1820. The opening of the Rio de Janeiro Exchange.
- 1822. Dom Pedro declared Emperor.
- 1823. Lord Cochrane appointed First Admiral of Brazilian Navy. Frees the Northern Provinces of Brazil, attacking with two ships a convoy of troops protected by thirteen warships.
- 1824. Adherence to the Monroe Doctrine.
- 1825. Independence of Brazil acknowledged by Portugal.
- 1831. Dom Pedro abdicates the Brazilian throne.
- 1847. First German colonists arrive.
- 1849. Rosas proclaims war against Brazil.
- 1851. The Royal Mail Steam Packet Company begins its service.
- 1853. First railway travelling accomplished near Rio.
- 1858. First section of Central Railway of Brazil inaugurated.
- 1874. First South American cable laid between Pernambuco and Lisbon.
- 1888. Slavery abolished. Extension of coffee planting.
- 1889. Republic proclaimed. General Deodoro da Fonseca elected first President.
- 1891. The Constituent Assembly promulgates the Federal Constitution.
- 1893. Compulsory education enacted.
- 1895. The coffee boom.
- 1924. Insurrection in São Paulo.
- 1930. Revolution. Provisional Government established.
- 1932. Revolt of São Paulo.
- 1942. Brazil declares war on Germany and Italy.
- 1943. Expeditionary force sent to Europe.

BRITISH GUIANA

THE Colony of British Guiana, the only British Colony in the South American continent, lies between the first and ninth degrees of north latitude and the fifty-seventh and sixty-first degrees of west longitude. The seaboard, roughly 270 miles, runs from near the mouth of the Orinoco River on the west to the Corentyne River on the east. The Colony has on the north the Atlantic Ocean, on the south and south-west Brazil, on the east the Dutch Colony of Suriname, and on the west Venezuela. It is divided into the three counties of Essequibo, Demerara, and Berbice. Its area is about 83,000 square miles, of which only 250 along the coast and up the rivers are cultivated. The word Guiana comes from the Amerindian, and means watered country.

The Colony is about the size of Great Britain. A flat swampy belt, some of it under sea-level, from 10 to 40 miles wide, is the agricultural area; an intermediate belt of undulating land about a 100 miles wide is heavily timbered in parts and bears the minerals; the hinterland is savannah and mountain, a great deal of it forested.

A large scheme is now in hand for the proper irrigation of the whole coastal belt. It is estimated that it will cost several million dollars and take 20 years to complete.

The **rivers** all flow to the Atlantic. The Essequibo, 20 miles wide at the mouth, drains more than half the country, and has for tributaries the Mazaruni, Cuyuni, Potaro, Siparuni, and Rupununi. Along the Corentyne, the second in size, runs the boundary with Dutch Guiana. The Berbice, navigable for 125 miles, is 3 miles wide at its mouth. The Demerara, commercially the most important, is deep enough at the bar to admit vessels to Georgetown, and is navigable for over 100 miles. The Pomeroon, Waini, and Barima Rivers are all navigable for 40-50 miles.

The **North-West district** between the Pomeroon River and the Venezuelan boundary, consisting of 8,000 square miles, peopled by 6,350 persons, of whom one-half are aborigines, is almost entirely uncultivated. A small area is cultivated by Indians near Morawhanna (Waini River).

The tract immediately south of that point contains primary forest, and hills up to 500 feet, with fine loamy soils on which many kinds of citrus, bread fruit, cacao, coconuts, coffee, pineapples,

bananas, vegetables, and maize grow profusely. The country is apparently suited for grain, vegetables, dairying, and pig farming. The water is good, the soil rich, the climate healthy, and there are natural waterways leading to a river with depth sufficient for ocean-going ships.

The **population** was estimated in 1950 at 425,156, of whom about one-fourth are town dwellers. Nearly half are of East Indian origin. Rather less than 5 per cent. of the population are European. The birth-rate is 39.9 per thousand, and the death-rate 14.6. Over 28 per cent. of the population are occupied in agriculture. Some 21.4 per cent. are illiterate, but 97 per cent. of all children between 6 and 14 now attend school. The main language is English.

Costumes of the Country :—The population includes English, Portuguese, East Indians, Chinese, Africans, mixed races and aboriginal Indians. A section of the immigrant races have kept their national dress, and many kinds of picturesque costume are seen.

The East Indians who form the bulk of the agricultural labouring population work on the sugar estates and rice fields. They are a good-looking people. The men wear cream loin-cloths, white, magenta or saffron shirts, white or coloured turbans, or a bespangled velvet cap and silver bangles. The women wear short cotton skirts and embroidered boleros, coloured handkerchiefs round their heads, and gold and silver ornaments.

The springtime festivals of the Indian population are worth seeing. The pagwa involves anointing with a magenta-coloured dye. The Tadjia—a Mussulman celebration—is held in February on the sugar estates, and there is great merry-making.

Rail Communication :—There are two lines of single-track **railway**, both of which have been acquired by the Government. One line runs from Georgetown along the east coast of Demerara for 60½ miles to Rosignol, diagonally opposite to New Amsterdam. The other runs along the west coast of Demerara for 18½ miles, starting at Vreed-en-Hoop on the left bank of the Demerara River and ending at Parika, opposite the Island of Leguan, in the estuary of the Essequibo River.

River Transport :—The Transport and Harbours Department operates : (1) Ferries across the Demerara, Berbice, and Essequibo rivers ; (2) A steamer service from Georgetown to Morawhanna and Mabaruma, on the Barima and Aruka rivers, N.W. District ; (3) Georgetown to Adventure on the Essequibo coast ; (4) Georgetown to Bartica at the junction of the Essequibo, Mazaruni, and Cuyuni rivers ; (5) Georgetown to Pickersgill and other stations on the upper reaches of the Pomeroon river ; (6) Parika to Adventure and Bartica ; (7) New Amsterdam to Paradise, 107 miles up the Berbice river ; (8) Launch service from Bartica to Lower Camaica, up the Canje Creek.

Messrs. Sprotons, Ltd., operate a steamship service between Georgetown, Wismar on the west bank, and MacCenzie on the east bank of the Demerara river. The company also runs sailing craft between Georgetown and New Amsterdam.

Roads extend along the coast from Skeldon on the Corentyne river to Charity on the Pomeroon river, and for short distances

along the lower reaches of the important rivers. Road transport in the interior of the colony is developing rapidly. The new natural-surface road from Bartica to Garraway Stream on the Potaro River (102 miles) links up with the old Potaro road system, leading to the gold fields and Kaieteur Fall, and a branch road to Issano, Mazaruni River, now gives easy access to the principal diamond areas. Twenty-six Transport Department lorries and a station waggon operate a passenger and freight service over the Bartica-Potaro-Issano roads. There are 272 miles of roads altogether.

NORTH-WEST DISTRICT :—A road is also maintained between Arakaka on Barima river and Towakaima on the Barima river, 29 miles, with branch line to Five Stars, 17 miles ; from Barima river, opposite Morawhanna, to Wania Creek, 11 miles, eight suitable for motors.

Omnibuses run on all the coast roads of the Colony.

COLONIAL HISTORY.

The Colony was first partially settled between 1616 and 1621 by the Dutch West India Company, who erected a fort and depot at Fort Kyk-over-al (County of Essequibo). In 1624 a settlement was founded on the Berbice River by Van Peere, a Flushing merchant. The first English attempt at settlement was made by Captain Leigh on the O'apock River (now French Guiana) in 1604. The effort, though followed up by Robert Harcourt in 1613 and 1627, failed to establish a permanent settlement. Lord Willoughby, famous in the early history of Barbados, founded a settlement in 1663 at Surinam, which was captured by the Dutch in 1667 and ceded to them at the peace of Breda in exchange for New York. The Dutch held the three colonies with more or less firmness, now yielding to England, now to France, till 1796, when, during the French Revolution, they were captured by a British Fleet sailing from Barbados. The territory was restored to the Dutch in 1802, but in the following year was retaken by Great Britain, and finally ceded to them in 1814.

ADMINISTRATION.

A new Constitution came into force on the 11th April, 1943. The Legislative Council consists of His Excellency the Governor as President, 3 official members and 21 unofficial members.

A small property or income qualification is imposed for membership of the Legislative Council and also for the franchise. Women and ministers of religion are eligible for election to the Council, and vote for elections. In the last resort the Governor in Executive Council has overriding powers. Illiteracy is a bar to the suffrage, and there are stringent regulations against bribery and corrupt practices.

The judicial system includes some Magistrates' Courts which deal with minor cases, both civil and criminal ; and a Supreme Court of one Chief Justice and two puisne judges with original criminal and civil jurisdiction, as well as powers to act on appeal from the lower Courts. Recourse may be had in certain conditions to the West Indian Court of Appeal, and ultimately to the Privy Council.

The common law of England has been the common law of the

Colony since January 1, 1917. The commercial law anent companies, bankruptcies, bills of exchange, patents and trade-marks follows the English model. Conveyances of land are made before a judge and after advertisement.

GOVERNOR AND COMMANDER-IN-CHIEF: Sir Charles Campbell Woolley, K.C.M.G., O.B.E., M.C.

TOWNS AND PORTS

Georgetown, chief town, port and capital of British Guiana, is at the mouth of the River Demerara on the right bank. It extends two miles along the river front and has a depth of about a mile. Its population is 84,794, or roughly one-fourth of the total population of the colony. The climate is almost sub-tropical, with a mean temperature of 80.5 F., and there are two rainy and two dry seasons in the coastal area. The wide and well-paved streets are arranged in blocks and planted with trees. There is a pure water supply service and a modern sewerage system.

Little of the town is visible from the sea owing to the belt of trees, for the alluvial flat on which the town stands is below high-water mark. The town is protected by a sea-wall and a system of dykes opened at low tide. The masts of the wireless station, the Lighthouse, the Gothic tower of Stabroek Market, and the twin square towers of the Church of the Sacred Heart can be seen. Many of the chief buildings come in sight when the river is entered; their clean, bright whiteness is emphasised by the foliage.

Most of the older buildings are of wood and some are of good architecture, but since the disastrous fire of 1945 many concrete buildings have been erected in the commercial centre of the city. The principal public buildings are the Town Hall; the Anglican Cathedral, which is said to be the tallest wooden building in the world; the Roman Catholic Cathedral; the Bishops' High School; Queen's College; the Technical Institute; the Stabroek Market, a large iron structure with an imposing clock tower; the Public Buildings in which are housed the Government offices and the Legislative Council Chamber; the Victoria Law Courts; and several churches.

The city is lit by electricity and has a telephone service. On the outskirts are many cricket, football, hockey, tennis grounds, and a golf course. The Georgetown Cricket Club, with its pavilions and club-rooms, has perhaps the finest cricket ground in the tropics. There are several open spaces and promenades. There is a large fresh-water swimming pool at the Georgetown Football Club.

The Botanic Gardens, covering 180 acres, have the finest collection of palms in the world, as well as orchids and ponds of Victoria Regia and lotus lilies. The shrubberies are the haunt of thousands of birds. The British Guiana Museum, with its collection of birds and bird skins, was destroyed in the disastrous fire of 1945 which ravaged the most important commercial section of the city. The Amerindian Botanical and Geological Sections of the Museums have been re-arranged in the Carnegie Free Library; the Natural History Museum has been re-opened on a city market site.

The East Indian shops have a fine assortment of the beaten brass-work commonly known as Benares ware. Here may be bought gold and silver Indian jewellery, and knick-knacks.

Among the available souvenirs are parrots, stuffed alligators, fragrant kus kus grass, guava jelly, cassava cakes, many Amerindian curios such as bead aprons, bows and arrows, blowpipes, basket work, and bright plumed head-dresses, purchasable in Stabroek Market and at the Self Help Depot, Georgetown. Indian curios can be obtained from peddlars, who buy a stock in the Bush, and hawk it about Georgetown. These itinerants visit the hotels and boarding houses. The most interesting method of collection is to go into the Bush amongst the Amerindians.

Hotels: Park (40 beds); Tower (40 beds); Woodbine (30 beds); all three \$5 to \$7 single daily. Imperial (20 beds); Victoria (21 beds). Several comfortable and central boarding houses, \$60 to \$80 a month.

Banks: The Royal Bank of Canada; Barclays Bank (D.C. & O.).

Motor Cars: Bookers' Garage, Tower Garage, Wong's Garage, and many others.

Local Steamers: Transport and Harbours Dept.; Sprattons Ltd.

Ferries: Government steamers cross the Demerara River between Georgetown and Vreed-en-Hoop regularly. Fares, first-class 8d., second-class 4d.

Cable and Wireless, (West Indies), Ltd., Electra House, 16 Robb & Hincks Streets.

Trains: (1) Leave Georgetown at 8 a.m. daily, due at Rosignol (for New Amsterdam) at 11.52 a.m., leave Rosignol at 8.00 a.m., due at Georgetown at 11.26 a.m. **Sundays:** Leave Georgetown at 7.40 a.m., due at Rosignol (for N.A.) at 10.4 a.m.; leave Rosignol at 4.00 p.m., due at Georgetown 7.00 p.m.

(2) Other trains leave Georgetown daily—for Belfield at 12 noon; for Rosignol (for New Amsterdam) at 2.30 p.m.; for Mahalica at 3.45 p.m.; for Mahaicony at 4.30 p.m.

(3) Daily. Leave Georgetown, 4.30 p.m., for Mahaicony. Leave Mahaicony, 6.30 a.m., for Georgetown.

(4) West Coast Railway from Vreed-en-Hoop to Parika connecting with Colonial Government steamers for Adventure, Legman, and Bartica (*Hotel Moderne*).

Air Services:—See under Air Section. Also British Guiana Airways, Ltd., to the Kaieteur Falls; fortnightly to Tumucung, 170 miles up the Mazaruni river; monthly to the Rupumuni district, as far as Bon Succes or Jauri.

New Amsterdam, capital of Berbice, the most easterly county of British Guiana, is on the right bank of the Berbice River, near its mouth. It is 63 miles south-east of Georgetown, whence there are daily trains to Rosignol, on the left bank of the river. The population is 12,812. The foliage gives the town a picturesque air. Good roads and water, modern sanitation, and electric light.

Hotels: Aster \$4.00-\$4.00; Springfield (8 beds), \$3.00; Strand (6 beds), \$3.00.

Banks: The Royal Bank of Canada; Barclays Bank (D.C. & O.).

Springlands, near the mouth of the Corentyne River, and **Morawhanna** on the Waini River, near the Venezuelan boundary, are small ports frequented by sailing vessels.

Bartica, at the junction of the Essequibo and Mazaruni rivers, is the "take off" town for the gold and diamond fields, Kaieteur Fall, and the interior generally. It may become the future tourist resort of the Colony.

AGRICULTURAL RESOURCES.

The cultivated area, some 225,252 acres, is chiefly under the crops named below:

Sugar is the main crop, and sugar growing on the alluvial coastal

plain has for over a century been the staple industry. The sugar soils are below sea-level and are drained by canals and sluices, or on some estates by pumps. The soil is mainly a silty-clay with, in some districts, a black layer of peaty "pegasse." The land is worked manually in the majority of cases, with shovels, forks, hoes and cutlasses. Some of the larger estates use mechanical implements also. New cane becomes ready for cutting in fourteen to sixteen months.

Sugar, molasses, and rum constitute in value 55 per cent. of the exports of the Colony. About one-third of the Colony's wage-earners are employed in it, and probably over half the total population is dependent upon it. There are 16 sugar factories, 8 with outputs of over 10,000 tons.

Cane is grown chiefly upon estates of 2,000-5,000 acres, although one property exceeds 8,000 acres. The area reaped is approximately 66,574 acres. Cane farming is carried on by peasant proprietors on the East Coast of Demerara. The sugar crop in 1950-51 was 192,283 long tons. Local consumption is 22,524 tons.

The estates produce "dark" or vacuum pan crystals for refinement abroad, the Demerara brown sugar, familiar in the United Kingdom, and a little white sugar. Rum and industrial alcohol are distilled, second molasses is exported, and molascuit cattle food is manufactured. Upon the estates, houses and medical service are supplied for the use of the workers, and in some instances railways are used to take them to the fields. Exports and value :—

	1949.	Value. \$		1950.	Value. \$
Sugar, tons	173,813	21,053,903	..	173,127	23,118,499
Molasses, gallons	4,101,889	434,833	..	5,870,883	647,208
Rum, Proof "	25,925	76,720	..	13,741	89,211
Rum, O. Prf. "	3,657,163	4,686,813	..	2,642,296	3,507,902

The Colony is one of the chief **rice** growing countries in South America, but its potential is not fully developed. Rice is planted in the coastal districts on 94,000 acres and farmers are paying more attention to seed selection, planting out, irrigation, and drainage, so that the yield per acre is gradually increasing. The mill equipment is primitive, but is getting more attention, and the Government is now supplying growers with pure and more prolific varieties of seed. A British Guiana Rice Marketing Board has been formed to control exports. Local consumption is about 23,513 tons a year. Exports : 1949—26,105 tons, value \$3,097,774 ; 1950—29,066 tons, value \$3,962,042.

Coconuts take about seven years to come into bearing. The production of copra is 4,130 tons. Coconut oil is exported. Coconut manufactures include crude and edible oils, soap, margarine, lard substitute and copra meal.

Coffee is grown upon 2,778 acres in Demerara and Essequibo. The Liberian thrives better than the Arabian type. The Pomeroon and North-west Districts yield good returns, and are capable of considerable expansion.

The **cacao** is of the Criollo and Forastero varieties, and the bulk

is consumed at home. About 898 acres are planted, but a much greater area is suitable for the crop.

Limes grow well on the lighter soils. The area planted is about 846 acres. Citrate of lime, lime juice, and essential oil are exported.

Fruits include oranges, grape fruits, and citrons ; " Buxton Spice " and other mangoes ; pineapples and bananas. Experimental stations have been opened by the Government.

Maize thrives upon well-drained soil as soon as the bush is cut and burnt. Plantains, cassava, corn, yams, sweet potatoes, tannias, and eddoes are cultivated for local consumption. Export of plantains : 1949—944,417 lb. ; 1950—82,500 lb.

Rubber is planted on about 629 acres, and *Hevea brasiliensis* grows vigorously in well-drained river valleys and on the lower slopes of hills. The plants are subject to the leaf disease and take five years to mature.

Cattle are raised in small herds in the coastal area by East Indian settlers, and in large numbers upon a few ranches. Cattle from the savannahs of the Rupununi hinterland are driven into Georgetown over a 150-mile trail. Wide areas of pasture land 500 ft. above sea-level, and suitable for cattle, remain in the south. A meat packing plant has been set up. Exports of hides were 13,849 in 1949, and 17,193 in 1950.

The number of livestock was returned at 165,955 in 1950. This includes 41,500 head of horned cattle in the savannahs of the hinterland.

Timber :—A Forestry Department staffed by highly qualified men began operations in 1925 under a Conservator of Forests. The Colony is the only source of **greenheart** (*Ocotea rodioei*), a variety of laurel wood, stronger than teak, offering great resistance to the attacks of the teredo worm and of white ants. The timber is used to make lock gates, piers, hulls, and keels of ships, apart from its uses for fishing rods and billiard cue butts. The wood has a specific gravity of from 1.08 to 1.23.

Other valuable timbers are mora, used as railway materials, wallaba, morabukea, kakeralli, and purple heart. There are large reserves of timber close to deep water, besides the resources of the undeveloped North-western District. These are expected to improve in value as the demand for hardwood grows.

There are forty-one power sawmills and five woodworking factories. The forest area exceeds 78,000 square miles. Exports :—

	1948.		1949.		1950.
Timber, cubic ft. ..	648,279	..	596,297	..	651,274
Shingles, No. ..	327,150	..	927,000	..	610,600
Charcoal, bags ..	71,972	..	75,158	..	82,490
Railway Sleepers, No.	18,709	..	12,083	..	19,477
Firewood, Wallaba, tons	7,768	..	8,866	..	9,281

Balatá trees occur sporadically over the whole Colony. They are most abundant along the Upper Berbice, and between the Demerara and Essequibo rivers, where they are tapped in the forests. Some of these sources are difficult to get at, but the collection and coagulation of latex have been going on for more than seventy years.

In quality, it compares favourably with the balatá of French Guiana, and is much used in Great Britain in electrical work. Exports : 1949—710,653 lb., value \$597,621 ; 1950—682,747 lb., value \$585,734.

MINERAL RESOURCES.

Bauxite accounts for 28 per cent. by value of all exports.

Valuable and extensive deposits of exceptionally high grade bauxite exist in easily accessible places. Operations to develop part of these were started in 1914 by the Demerara Bauxite Company, an offshoot of the Aluminium Company of Canada, Ltd., and British Guiana is still in the forefront of bauxite-producing countries. The British and Colonial Bauxite Company—an offshoot of the British Aluminium Company—has taken up a large area. Exports : 1949—1,757,650 tons, value \$12,009,394 ; 1950—1,583,417 tons, value \$13,832,442.

Diamonds are obtained from alluvial deposits ; the output varies somewhat with the rainfall and has decreased largely since 1925. Exports : 1949—34,375 carats, value \$1,189,185 ; 1950—37,033 carats, value \$1,363,379.

The diamonds are of excellent quality and rival Brazilian, first-water stones. The small size of the stones has discouraged systematic exploitation, but the average is now about 7.3 to the carat. Stones of one to six carats are plentiful ; others of 36, 38, 48, and 49½ carats have been found.

The chief source is the Mazaruni valley, about 130 miles from Georgetown, but diamonds are also found in the Potaro, Cuyuni, and Puruni rivers. The road from Bartica to Issano on the Mazurini river makes it unnecessary to travel through the dangerous rapids of the Mazaruni to the diamond fields there.

Gold is recovered by dredging and from the rich hills, where pumps have been installed. The output fluctuates with the supply of water, falling in years of drought. The gold bearing belt traverses the country north-west and south-east for a distance of 250 miles to a width of 75 miles. This belt has only been worked intensively in the north-western and Potaro-Essequibo districts. Exports : 1949—16,331 ozs., value \$622,225 ; 1950—11,420, ozs., value \$531,301.

Most of the gold is alluvial, and nuggets are a few dwts. to a few ounces in size are common ; the largest nuggets have been one of 333 oz. from the Five Stars District, Upper Barima River, and one of 111½ oz. from Tiger Creek, Potaro.

IMPORTS AND EXPORTS.

	1948.	1949.	1950.
TOTAL EXPORTS ..	\$36,542,449	\$45,818,701	\$50,237,054
TOTAL IMPORTS ..	\$47,715,673	\$49,758,526	\$55,057,592

INDUSTRIAL DEVELOPMENT.

The only industries of any consequence are the sugar and rice factories, the saw mills and woodworking factories, and those establishments which produce aerated water. There are also a few

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FREIGHT SERVICES

from

United Kingdom Ports

to

West Indies, Guianas,
Venezuela, Colombia,
Cristobal (for Panama and
West Coast Central America)
British Honduras and
Mexico

L
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N
E

North Brazil

THOS. & JAS. HARRISON LTD.,
Mersey Chambers, Liverpool, 2
4 Fenchurch Avenue, London, E.C.3

or

Hy. Langridge & Co., 34 Bishopsgate, London, E.C.2
London to West Indies

Wm. Smith & Co., 49 Leadenhall St., London, E.C.3
London to Guianas

Prentice Service & Henderson, Glasgow, C.2

Staveley Taylor & Co., Mersey Chambers, Liverpool 2
For North Brazil

foundries and machine shops.

Information for Travellers and Tourists.

Communications :—The Colony is served by the following lines of steamers :—From Great Britain—Harrison Line, Booker Line and Royal Netherlands S.S. Coy.

From Canada (*via* the West Indies)—Canadian National Steamships, Saguenay Terminals, and the Alcoa Steamship Company, Inc. From the United States—Alcoa Steamship Co., Inc. ; Royal Netherlands Steamship Co. From British India—Nourse Line (trans-shipment at Trinidad). From Australia—United States Line Co., (American Pioneer Line), with trans-shipment at Trinidad. From British and French West Indies—Cie Generale Transatlantique.

Pan-American Airways operate a passenger and air express service (six flights—three north, three south) between U.S.A., and Georgetown *en route* to Paramaribo, Cayenne, Belem, and Rio de Janeiro. The P.A.A. mail service is thrice weekly.

K.L.M.—Royal Dutch Airlines operate a once weekly service between Curacao and Surinam v.v. calling at British Guiana (Atkinson Field) on both flights. Quick connections available at Surinam for U.K. and European cities, and at Curacao for North and Central America and Europe.

British West Indian Airways also operate in British Guiana. There are three flights weekly between Trinidad and British Guiana (Atkinson Field 25 miles from Georgetown), as well as one flight weekly between Barbados and British Guiana. (There are connections at Trinidad for the other islands in the B.W.I. and for British Honduras).

British Guiana Airways, Ltd., run a number of services in the Colony, and also a weekly flight between British Guiana and St. Vincent *via* Trinidad. Special charter flights can be arranged from Georgetown to Paramaribo, Surinam, and other points in the West Indian area.

The British Guiana Tourist Committee has an Information Bureau in Georgetown, and answers inquiries by mail from abroad. Visitors and would-be visitors are strongly advised to consult the Secretary, Tourist Bureau, P.O. Box 225, Georgetown.

Show Money :—The Chief Immigration Officer may require any person entering the Colony to provide security either by deposit or by entering into a bond as follows :

(a) the sum of \$96, if the immigrant belongs to one of the British West Indian Colonies (other than Jamaica or any of its dependencies) or to Dutch Guiana, and the sum of \$200 if the immigrant belongs to Jamaica or any of its dependencies ;

(b) the sum of \$300, if the immigrant belongs to a place situate in North America, Central America, South America, (other than British or Dutch Guiana), Europe or Africa, or to any of the Islands in the North Atlantic Ocean (other than the British West Indian Colonies) ;

(c) the sum of \$500, if the immigrant belongs to any other place.

Any deposit is refunded at the expiration of two years' residence or earlier if the individual should leave the Colony.

Commercial travellers must produce authenticated invoices for the samples they carry. They may either deposit the duty payable

or give a guarantee from some approved person that the samples will either be taken away from the Colony within six months of their arrival or be bonded in a Colonial Bonded Warehouse. The samples can be sold, if the duty is paid, but the traveller is liable to pay a store licence for the premises used by him in his business. There are no other restrictions in the Colony.

Outfit :—No elaborate outfit is necessary. For day wear, drill or palm beach suits or light tweeds are general, and a light water-proof raincoat is useful. For the interior, khaki and good boots and leggings are recommended. Revolvers are unnecessary. Serviceable shot-guns, rifles and ammunition (both English and American) can be bought locally at reasonable rates.

The **climate**, although hot, is not unhealthy. The mean temperature throughout the year is 80.5° F., the mean maximum is about 87° F. and the mean minimum 75° F. The heat is greatly tempered by cooling breezes from the sea and is most felt from August to October. There are two wet seasons, from the middle of April to the middle of August, and from the middle of November to the end of January. Rainfall averages 91 inches a year in Georgetown.

Health :—The malarial mosquito is a house dweller in British Guiana and therefore easy to get at. Malaria has been virtually exterminated.

Cost of Living :—Furnished houses for rental are rare and cost between \$60 and \$150 a month. An unfurnished house, within reasonable distance of the city, rents at from \$60 to \$75 a month and up. Apartments, also scarce, are less. An average family needs 3 servants, each receiving about \$15 a month. Food, \$100 to \$120 (or perhaps a little less according to standard of living); lighting, \$5.00 (or a little more if an electric cooker and "Frigidaire" are installed); telephone, (if required), \$55 per annum.

These are the usual "regular" outlays, for the average purse. Shopping is reasonable, and entertainments, or a club, not expensive.

Currency :—Bank accounts are kept in dollars and cents. The British Guiana dollar has been replaced by the Unified Currency Notes for the Eastern Caribbean Territories; the dollar is fixed at 4s. 2d. Sterling. Local paper currency has the face value of \$1, \$2, \$5, \$10, \$20, and \$100 with bank notes for \$5, \$10, \$20 and higher denominations.

Weights and Measures :—Imperial weights and measures are used.

Postal Rates :—Local Letters—

First oz. or part	4 cents.
Each additional oz., or part (Maximum, 2 lb.)	3 cents.

Letters (Abroad)—

To the British Empire—

First oz. or part	5 cents.
Each additional oz., or part (Maximum 4 lb.)	3 cents.

Foreign Countries and United States—

First oz. or part	8 cents.
Each additional oz., or part (Maximum 4 lb.)	5 cents.

Air Mail to Great Britain, *via* Miami, U.S.A. :—

First half-oz.	54 cents.
Each additional half-oz.	54 cents.

Mail from Great Britain, see page 28.

Air Mail to U.S.A. :—

First half-oz.	..	..	..	..	..	26 cents.
Each additional half-oz.	..	..	..	..	..	26 cents.

Air Mail to U.S.A., thence by sea to Britain :—

First half-oz.	..	..	..	..	..	26 cents.
Each additional oz.	..	..	..	..	..	26 cents.

Air mail is received and despatched thrice weekly by the Pan American Airway planes which touch Georgetown on the service connecting Miami, Florida, and Buenos Aires. The B.W.I. Airways run air-mail services three times weekly.

Telegrams :—(Land Line) :—

For 10 words or less	..	..	..	..	..	36 cents.
Each additional word	..	..	..	..	..	3 cent.

A Radio Telephone Service is also operated with a number of Government and Private Radio Telephone Stations in the interior of the Colony.

Overseas Telegrams are transmitted *via* Cable and Wireless (W.I.) Ltd., Electra House, 16, Robb & Hincks Streets, which also operates a radio telephone service to Paramaribo, certain B.W.I. Colonies, and Canada.

The British Guiana United Broadcasting Company Ltd. operates station ZFY, Georgetown, 1,000 watts, on 6 + 1230 mega-cycles. There are two transmissions daily. The Company receives as a subsidy the receiving set licence fees collected annually by the Government. There is commercial advertising.

Press :—The daily newspapers at Georgetown are : "The Daily Chronicle," founded 1881, "The Daily Argosy," and the "Guiana Graphic." There are three weeklies, and a Government Bureau of Public Information.

The Georgetown Chamber of Commerce issues a monthly "Commercial Review."

Public Holidays.

January 1 : New Year's Day.	August : First Monday.
May 24 : Empire Day.	October : Second Monday.
Easter : Good Friday, Sat., Mon.	November 12 : Peacemaker's Day (Nearest Monday to Nov. 9).
Whit Monday.	Christmas Day ; Boxing Day.
June : Queen's Birthday.	

SIGHTS AND SCENES.

The **Kaieteur Falls**, on Potaro River, in the heart of tropical British Guiana, rank with the Niagara, Victoria, and Iguazu Falls in majesty and beauty. These Falls, nearly five times the height of Niagara, with a sheer drop of 741 ft., pour their waters over a channel nearly 300 ft. wide.

By air it is possible to go from Georgetown to Kaieteur and back in one day, but arrangements for staying over one night or more can be made. The plane lands on the Potaro River above the Fall, and can carry six. The charter rate is \$300, or \$50 each for a party of six. The plane starts at 8 a.m.

The usual route followed is up the Demerara River valley as far as Mackenzie (65 miles), then across the divide into the Essequibo River Valley. This is followed up to the mouth of the Potaro River (a tributary of the Essequibo) and so up the Potaro, crossing the

road to Kaieteur about Garraway Stream, 102 miles from Bartica.

Soon the flying-boat passes through the 10-mile long gorge below the Fall, and Kaieteur comes into sight; then up over the Fall, to alight about half a mile above. From this point a trail leads back to the brink of the Fall, where lunch is taken. From two to three hours are spent here.

Setting off again, the plane rises a little above the river and flies direct for the gorge. Where one instant there has been twenty feet below the plane, the next there is 800. After passing back through the gorge, the plane lands at Garraway Stream on the Potaro River to refuel, and then, following first the Potaro, then the Essequibo, past Bartica, it turns round the coast line to reach Georgetown about 5 p.m. Altogether the flying time is about 5½ hours.

For the two-day trip the usual route is followed, but there is a longer stay at the Fall, for the night is spent at Garraway Stream Rest House. Next morning, the visitors see the gold workings of the British-Guiana Consolidated Goldfields, Ltd., at Mahdia.

Taking off again, the plane passes along the escarpment over which Kaieteur tumbles, to view some 30 or 40 other falls, some of them higher than Kaieteur but with much less volume of water. It flies in a westerly direction to the Mazaruni River basin (the diamond river of British Guiana). This river is followed past Bartica, where it joins the Essequibo, then down the Essequibo and round the coastline to Georgetown.

A new road was opened in 1933 which pushes 100 miles through the forest from Bartica on the Essequibo River to Garraway Stream on the Potaro River, where a suspension bridge—the first in the Colony—has been thrown across the Potaro. The road goes beyond Garraway Stream to Kangaruma, on the Potaro River. The intention is to continue the road to the Kaieteur Falls, so bringing them within easier reach from Georgetown. The road as it is now considerably shortens the journey, which was formerly done by river, and also eliminates several of the smaller falls and rapids which had to be negotiated. From Kangaruma the journey is by boat to Tukeit, passing Amatuk waterfall and Waratuk cataract on the way. After leaving Tukeit there is a climb to the top of the Kaieteur. The journey from Georgetown to the falls and back takes 7 days. The inclusive fare for transport, accommodation and catering is \$75 a head for a party of 10. Lack of transport has now made things difficult.

The road from Bartica is very rough going, and the path up to the falls is very steep climbing for an hour.

A waterfall, similar to the Horse-Shoe Falls in Canada, was discovered in 1934 on the Ipobe River by the Guiana-Brazil Boundary Commission. It has been named "The Marina Fall." In 1939 Dr. Paul Zahl discovered a waterfall on the Uitshi River computed to be over 1,600 feet high.

[The British Guiana section is revised each year by the British Guiana Chamber of Commerce with the help of the Public Information Officer and Sandbach Parker & Co., Ltd.]

BRITISH HONDURAS

Communications :—Harrison Line freight steamers call irregularly with general cargo from the United Kingdom, the principal homeward freight being mahogany and cedar lumber. Canada has now resumed steamship connection with the Colony through Saguenay Terminals Limited with monthly freight steamers. The United Fruit Company's freight services from New Orleans are fairly regular and are now on a fortnightly basis, and small Royal Netherlands cargo vessels operate between Cristobal and Belize and tranship to and from European ports. The only marine passenger service is furnished by a small steamer connecting with Kingston, except for small motor vessels which take passengers to Puerto Barrios (Guatemala) and ports in Honduras and to Tampa, Florida. However, there is a first-class airport, 9 miles from Belize, well served by lines, connecting with the principal world air routes.

Belize (population, 21,886), the capital, is 4,700 miles from England. *Via* Jamaica transit takes about 18 days, but it can be reached much more quickly *via* New York and rail to New Orleans, since Belize is only three days steaming from the latter port. The city—it has two cathedrals—is approached by a narrow tortuous channel after passing through the barrier reef. This, and a chain of mangrove cays, give shelter for vessels in what would otherwise be an open roadstead. Steamers have to anchor from one to four miles off shore according to their draught. For the tropics the climate is both cool and healthy; although the atmosphere is humid, the summer heat is tempered by the north-east trades. It is quite a bright little town. Its chief drawback is its swampy situation and the absence of adequate drainage, but this is now being improved. Drinking and washing water is obtained from the rainfall by catchment and storage vats attached to houses and buildings. Tennis on several courts can be enjoyed by the visitor with proper introductions. With the opening of roads now building the visitor will get a better idea of the country, of which Belize is not typical. The most attractive feature for those with time and means to visit them is the outlying coral reefs and cays. The Mountain Pine Ridge, some 200 square miles of well watered, undulating country rising to 3,000 ft., is now being made accessible by dry weather roads.

Belize is the nearest deep water port to the district of Quintana Roo (Mexico), and is the port from which most of its produce is exported.

A road runs north to Corozal (96 miles), and on to the Mexican frontier, where a ferry crossing the Rio Hondo connects with a road from Chetumal. Another road runs westward to Cayo and the Guatemalan frontier (91 miles). The new Hector Creek road from Belize joins this road and shortens the distance.

Hotels :—Palace Hotel and two boarding houses.

Air Services :—Landing field is at Tillet's Pond, 9 miles along an asphalt highway from Belize.

Bank :—The Royal Bank of Canada.

Baranco, near the Guatemala boundary, grows superior pine-apples. The village is a purely Carib settlement.

Benque Viejo, on the western branch of the Old River, 9 miles above El Cayo, is within a mile of the western frontier. The river is a series of rapids, but there is a motor road into El Cayo. Population, 1,264. The Mayan remains at Xanantunich are as interesting as those of Lubaantun.

Corozal, the second most important town, is 99 miles from Belize, and 8 from the Rio Hondo, or Mexican border. The local products are sugar, rum, corn, citrus, and coconuts. The town is open to the sea. Population 2,190. It is connected to Belize by road and there is a bus service several times a week.

El Cayo (or San Ignacio), on the eastern branch of the Old, or Belize, River, is populated by 1,548 Indians, Creoles, and Syrians. The summer heat is trying, despite the altitude (200-250 ft.), but the town is healthy. It is a good starting off place for the mountain Pine Ridge area. There is now an appreciable banana industry.

El Cayo is 121 miles from Belize by river but only 86 miles by a good road. The river journey, broken by many rapids and falls, takes from 2 to 7 days, according to the season, in motor boats with specially enclosed propellers.

Orange Walk is up-river from Corozal, or 68½ miles by road from Belize. It has some 1,395 Spanish, Creole, and Mayan Indian inhabitants, whose living is got from timber, sugar planting, tobacco, general agriculture, and chicle bleeding. A district trade is done with Mexico. A road is to be built to Middlesex.

Punta Gorda, the port of the Toledo District, has a preponderantly Carib population of some 1,374. The rainfall is exceptionally heavy. The coast here, about 10 feet above sea-level, is fringed with coconut palms. Main industries: Sugar, cattle and pigs, bananas and rice growing. A road is open to San Pedro Columbia, San Antonio, Kekchi and Maya Indian villages. Punta Gorda to the Mayan ruins of Lubaantun at San Antonio is 21 miles.

St. George's Cay, a picturesque little island 9 miles north-east of Belize, is much used as a week-end resort. There is bathing, fishing, and boating. A former capital, it was the scene of the battle in 1798 which established British possession.

Stann Creek, 33 miles south of Belize, is in a fertile territory exposed to the trade winds, with good water. The local products are bananas, citrus fruit, cassava, and general food crops. Population, 3,414. It can only be reached by sea. A road serving the Stann Creek valley runs inland to Middlesex (25 miles).

PHYSICAL CHARACTERISTICS.

British Honduras lies on the Atlantic side of the mainland of Central America within 15° 53' and 18° 30' North latitude and 88° 10' and 89° 9' West longitude. It is bounded by the river Hondo and the Mexican province of Quintana Roo on the north; on the west by a straight line drawn from Gracias a Dios Falls on the River Sarstoon to Garbutt's Falls on the Belize River, thence north to the Mexican frontier; by a portion of Guatemala with the River Sarstoon on the south; and by the Bay of Honduras and the

Caribbean Sea to the east. Its greatest length is about 174 miles ; its width is about 68 miles. The total area is 8,867 square miles. The Colony is larger than Wales and slightly smaller than Palestine. It is divided into 5 Districts : Belize, Northern, Stann Creek, Cayo and Toledo. Numerous islands or cays off the mainland are inhabited by fishermen, and on others coconuts are grown, but many are uninhabited swamps. The more important are Turneffe Island and Ambergris, Caulker, St. George's, and English Cays.

The mainland is low and swampy near the coast, but rises inland. The northern half of the Colony is generally flat, but in the south hilly and mountainous, rising in the Cockscomb range to a height of 3,700 ft. The country is well watered, and its many rivers provide the chief means of communication. The soil, other than swamp and pine ridge, is fairly rich and with proper treatment productive.

Climate :—Europeans leading a normal life and taking common precautions find the climate pleasant and healthy. The death-rate per thousand is 12.63, and the birth rate is 39.73. Infant mortality is 106.8 per thousand births.

The north-east trades blow throughout the summer, with heavy south-east winds in October, and north winds which sometimes reduce the depth of water along the coast by 2 feet, from November to February. The average temperature at Belize ranges from 76° F. in January, the coolest month, to 83° F. in August. Rainfall averages 82 inches. The range of rainfall varies from 52 inches in the north to 170 inches in the south. Malaria is prevalent.

The dry season is due about the end of February and the wet season about the end of May.

The characteristic soils of the Colony are closely related to the geology. The shallow black or red brown soils of the Northern plain overlie marl ; their fertility depends on their depth and the adequacy of the drainage. The coastal plain consists of infertile leached sandy clays over which the rivers have laid down narrow ribbons of alluvium. In the south there is a considerable area of fertile undulating country. The central mountains bear deeper soils, but these would be liable to severe erosion if exposed and are therefore unsuited for extensive agriculture. There are extensive areas of swamp on the plains.

Forests occupy 8,337 square miles, or about 93.9 per cent. of the whole. About 5,160 square miles are classified as workable high forest, inclusive of mahogany, and 572 square miles as pine forest. The residue of 2,400 square miles is swamp, lagoons, rivers or inaccessible hill land. Cultivated land covers about 604 square miles.

The chief **rivers** are in the north, and run north-easterly, the Belize reaching the sea on the east and the Hondo and the New River on the north. South of Belize there is the Sibun River and certain less important streams. The River Sarstoon forms the boundary with Guatemala.

The **population** is estimated at 65,354. The great bulk of the population is made up of English-speaking peoples of mixed negro and white blood, with a certain admixture of Spanish from Mexico and Guatemala. There is every degree of colour, but the total number of residents of unblemished white stock is certainly not over

200, men, women and children. In 1949 the birth-rate was 38.9, and the death rate 13.41 per thousand of the population.

Legal time is now fixed at 6 hours behind G.M.T.

Fauna. There are snakes in the forest and some crocodiles in the rivers and lagoons. Curassow, partridge, quail, curlew, pigeon, snipe, duck, teal and herons are plentiful. There is good quail shooting on the Pine Ridge. The puma, jaguar, tapir, peccary, armadillo and deer are typical animals. Tarpon, including certain rare species, are got in numbers round the coast. Sharks are found in the coastal waters.

NATURAL BEAUTIES.

The Cays, or coral islets, which fringe the coast, are used by holiday campers from February to May, and in August. Bungalows are cheap, and the fish unlimited. The innumerable Cays have an estimated total area of 160 square miles, and have such picturesque names as Hut Cay, Blackadore Cay, Cay Caulker, Hen and Chicken, the Triangles and Laughing Cay. Not all are habitable.

MAYAN REMAINS.

Lubaantun, in the south of the Colony, is 25 miles by road from Punta Gorda. The ruins of the ancient Mayan City have been investigated by the British Museum, but are now once more engulfed in vegetation.

Ruins, mounds, and relics of the period 3000 B.C.—A.D. 1700 are scattered over wide areas in the central Cayo District, as well as in the south. Many are smothered in vegetation, but the region in which they lie is fairly easily reached by river and lagoon.

COLONIAL HISTORY.

Cortés may have passed through the south-western corner of the Colony on his expedition to Honduras in 1524. The inhabitants were civilized enough 5,000 years ago to have an exact system of chronology.

The Spanish name for the Colony, "Belice," *anglice* Belize, suggests derivation from French "balise" or beacon, or is possibly a corruption of Wallace or Willis, a Scottish buccaneer who infested the Cays. One old map gives "Bully River," *i.e.* the river of bullet or bullywood trees, and the corruption to "Belice" is a plausible explanation.

The Colony became known to Englishmen about 1638, probably through a shipwrecked crew which later reached Jamaica and reported the wealth of logwood in the country. Logwood was then the source of textile dyes. The logwood cutters came into contact with the Spaniards and Indians of Yucatan and the Peten district of Guatemala, for there are records of many conflicts between them. Long after the Thirty Years War had ended in Europe, fighting still continued between the subjects of the Kings of England and Spain in this Colony. The Spaniards made frequent attempts to expel Englishmen who came with slaves from Jamaica, and the Governor of Massachusetts sent H.M.S. "King George" to help the settlers in 1667. In 1671 the settlement was reported by the Governor of

Jamaica as having "increased His Majesty's Customs and the natural commerce more than any of His Majesty's Colonies," This was no doubt due to the great value of logwood and mahogany.

In 1717 the Board of Trade asserted the absolute right of Great Britain to cut logwood. Next year the Spaniards tried to conquer the settlement, and got as far as "Spanish Lookout" on the Belize River, which they fortified. In 1754 another attempt was defeated, "principally by slaves," at a place called Labouring Creek. In 1779 St. George's Cay was attacked and a great many settlers were carried off to Merida and thence to Havana. It was not until 1787 that Britain obtained from Spain a recognition of the right to cut logwood and a definition of the area in which the right could be exercised. But war broke out between the two countries in 1796. A battle at St. George's Cay, 1798, was a decisive defeat for the Spaniards. Trouble with the Indians in Yucatan persisted from 1849 till 1872. In the political constitution of Guatemala an article declares British Honduras to be Guatemalan territory, and confers Guatemalan citizenship on those who care to claim it.

British Honduras was officially "a Settlement" until 1862, when it was titled a "Colony." Nine years later, in 1871, it became a Crown Colony. In 1948 Britain moved warships and troops to this Colony to thwart a reported preparation for attack from Guatemala. The attack did not take place. The Legislative Council consists of the Governor, the Colonial Secretary, Attorney General, nominated unofficial members, and 6 elected members. There is also an entirely nominated Executive Council consisting of the Governor, and 4 nominated and unofficial members.

GOVERNOR AND COMMANDER-IN-CHIEF ; Sir Ronald Herbert Garvey, K.C.M.G., M.B.E.

BRITISH HONDURAS CALENDAR.

- 1638. First British inhabitants shipwrecked on coast.
- 1662. British logwood cutters settle.
- 1670. Colony ceded to England by Spain.
- 1765. Constitution granted by the King.
- 1774. Attempt to make the Colony a convict station.
- 1777. Church of England established in the Colony.
- 1779. Attack by Spanish forces, British subjects imprisoned and deported.
- 1783. Treaty of Versailles ; British occupation reaffirmed.
- 1784. Colony handed over by Spain.
- 1798. Battle of St. George's Cay, "the Pork and Dough Boys' War," and defeat of Spaniards under Field-Marshal O'Neil.
- 1803. Fort George built at Belize.
- 1814. Government House, Belize, erected.
- 1834. Slavery abolished.
- 1843. First steamer built in Honduras.
- 1861. First census ; population 25,635.
- 1865. Introduction of postage stamps in British Honduras.
- 1871. Constituted a Crown Colony.
- 1881. First newspaper established.
- 1884. Detached from Jamaica.
- 1892. New constitution proclaimed.
- 1903. Bank of British Honduras established at Belize.
- 1906. Belize streets electrically lighted.
- 1914. Extradition Treaty with Guatemala.
- 1915. Radio station opened at Belize ; War contingent sent to Britain.
- 1922. Forestry Department instituted.
- 1926. The Baron Bliss Bequest.
- 1931. Belize destroyed by hurricane.

FOREST PRODUCTS.

The quality of the **mahogany**, which forms a principal item in the export trade, is the finest known. The trees occur sparsely, and this makes logging difficult. There is a progressive depletion of accessible supplies. The export of mahogany lumber has been stimulated by the installation of a modern sawmill in Belize. Exports of lumber are chiefly to Great Britain, but the logs go to the United States. There is also a re-export trade in mahogany logs shipped from Mexico and Guatemala to the U.S.A.

Logwood is found chiefly in the swampy northern areas of the Colony. The trees cut are about one foot in diameter and the sapwood is chipped off to expose the coloured heartwood before the short lengths of logs are brought down the rivers in doreys or barges. Exports have fallen away.

Mangroves, yielding tanning material, are common, and so is fustic, the source of a yellow dye.

The **sapodilla** tree (*Achras sapota*) yields, in addition to hard, elastic, and durable timber, a type of latex which forms the basis of chewing gum. Axe-handles, door posts, and golf clubs are among the special uses of the wood. Shipments of domestic **chicle** gum, the coagulated latex of the Sapodilla tree, were 691,877 lb. value \$509,683 in 1949, and 934,161 lb. value \$1,002,451 in 1950. There is also a re-export trade in Mexican chicle.

The local **cedar** (*Cedrela Mexicana*) is used to make native boats (pitpans), canoes, and launches, and is excellent for that purpose. It is insect-proof, prettily figured, and much used for cigar-boxes, drawers, and wardrobe linings.

The **rosewood**, hard, fine-grained, reddish, and durable, is used for inlaying, turnery, and general cabinet work. The trees are fairly large, but, the pieces sent to market are relatively small.

Miscellaneous Timbers :—British Honduras pine has the character of pitch pine, and reaches a height of 100 feet. Nargusta wood is durable and plentiful.

Yemeri, resembling poplar in texture, is found near the coast. Santa Maria is heavier and stronger than mahogany, and makes strong beams and masts. Chechem is sometimes misleadingly called "black poisonwood," although the timber is innocuous. It is more abundant than rosewood, of a walnut colour, with black and yellow lines. Ironwood occurs in large sizes, and has a notably fine grain. The local redwood is little inclined to rot when buried. Balsa wood, locally called Polak, occurs in scattered concentrations in the southern half of the Colony, but is not abundant. The average weight is higher than in Costa Rica and Ecuador, averaging about 12-15 lbs. per cubic foot. Its insulating properties suit it for lining refrigerating and sound-proof chambers. A floss obtained from Balsa seed pods is used as a stuffing. The cabbage-bark and Billy Webb trees supply material for trucks and wheels. The bullet tree makes good posts and sleepers.

Export : Item		1949		1950	
Logs :	Cubic feet	Value	Cubic feet	Value	
Mahogany ..	123,455	\$128,674	319,008	\$619,367	
Cedar ..	11,644	\$9,941	2,752	\$5,555	
Rosewood ..	5,050	\$3,001	(tons) 235	\$8,486	
Lumber :					
Mahogany ..	326,236	\$1,148,790	382,811	\$1,000,087	
Pine ..	443,126	\$593,985	706,079	\$1,061,887	
Cedar ..	36,181	\$100,041	64,842	\$143,789	
Santa Maria ..	7,773	\$10,204	3,863	\$5,906	

AGRICULTURAL PRODUCTS.

Agriculture is overshadowed by forest activities, but is of growing importance and will play a greater part in the Colony's economy in the future. The principal need is to make the country as self-

supporting as possible in the staple foodstuffs that can be grown locally. With this in view considerable attention is given to the production of maize, rice and pulses. Two rice mills and drying kilns have been built by the Government and have been in regular use for some years.

A small Department of Agriculture was formed in 1929 and is established on a district basis. Extension officers are working in each of the five districts. Experimental farms are maintained in all save the Belize district, served partly from the Stann Creek station in the south and partly from the Orange Walk and Corozal stations in the north. Buying centres are the headquarters of the field staff in the outlying areas. They are posted to the areas where agricultural developments is most likely. The Colonial Development Corporation has now embarked on a number of agricultural undertakings—ramie, banana and cacao schemes which will involve a capital expenditure of several million dollars.

The year 1949 introduced one of the most severe droughts in the history of the Colony, and the export figures given below for that year are not typical.

Coconuts are grown in the coastal areas. The soil and climate are favourable and river and local sea communications simplify transport. Once the trees are planted, little labour is spent on the crop; with more attention it is probable that yields could be increased. Hurricanes, in recent years, have taken their toll, both of crop and of trees. The annual production is about ten million nuts; of this 1,035,900 were exported in 1950 and 1,807,004 in 1949, almost entirely to the United States.

Grapefruit. Over 1,000 acres were under this crop in 1947, mainly in the Stann Creek Valley. Fruit of a high quality is produced. The new juicing plant in Stann Creek Valley produced, in 1950, 2,323,355 lb. of canned juice for export to the United Kingdom. Fresh grapefruit export was 81,800 cwt. Total value—\$540,792.

About 500 acres are devoted to oranges, tangerines, limes, and lemons, which grow well. The production of high class Valencia oranges is being increased.

Cocoa occurs in many parts of the country and is prepared and consumed locally. There is a small export to Mexico.

Bananas. This crop grows reasonably well on the many small areas of river alluvium. The controlling factors are Panama disease and *Cercospora* leaf spot. Exports are mainly to the U.S.A. Exports, 1949—58,056 bunches; 1950—38,302 bunches.

Sugar. Cane grows vigorously both in the low rainfall areas of the north and in the wetter parts of the south. Sugar production in 1950-51, 1,500 tons, was enough to meet local requirements. Production was principally at the factory in the north. The small mills in the south continued to make low grade brown sugar.

The production of rum increased considerably and in the north alone was just under 30,000 gallons.

Maize is the principal food of a considerable section of the population. The country is normally self-supporting in maize. The

growers' surplus of this, as of the other main food crops, is bought for Government by the Board of Agriculture, at a guaranteed price ; it is then cleaned and dried and distributed, later, as required.

Rice is the staple food of those who do not eat maize. About 2,500 acres are grown. A large proportion of the crop is kept by the small producers for domestic consumption. The rice for sale is bought and milled to supply a part of the local requirements. The main rice area is in the Toledo District in the south, where the largest quantity of rice is offered for sale.

Root crops and pulses, including yams, cocos, cassava, sweet potatoes, kidney beans and black-eye peas are cultivated for local consumption.

Livestock. Cattle are raised for beef ; there is practically no milk production. In earlier days, when cattle were bred for draught purposes, many Zebu animals were imported and the blood of this breed still predominates. Sires of many other breeds, including Red Poll, Aberdeen Angus, Holstein and Jersey, have been imported and the stock is now very much mixed. Good natural pastures scarcely exist and there is need to plant fodder grasses for use during the dry season. Cattle thrive reasonably well but are kept almost entirely on the ranching system. There is no "mixed farming."

Pigs are numerous and widely kept. Berkshire boars, imported from time to time, are used to grade-up the local stock.

Poultry are fairly numerous and are better bred than in some tropical countries. Rhode Island Red, Barred Rock and White Leghorn types of fowls predominate. Turkeys do well and are abundant.

Fisheries : Export of lobster and other sea products, 1949—\$20,237 ; 1950, \$26,533. (Lobsters make up \$19,321 of the 1950 value).

Exports :—Forest produce accounts for 74.2 per cent. of the total domestic exports.

			IMPORTS.	TOTAL EXPORTS.
1948	..	..	\$8,075,460	\$6,152,010
1949	..	..	\$5,990,264	\$4,564,847
1950	..	..	\$8,787,510	\$4,779,802

In 1950, 34.6 per cent. of the imports were from the U.S.A., and 31.6 per cent from the U.K. 21.09 per cent of the exports were to the U.S.A., and 50.12 per cent to the U.K. in 1949.

The 1949 decrease of imports is because trans-shipment of cargoes is no longer included in the total trade figure.

Public Debt :—At the end of 1950 the funded public debts stood at \$1,536,151.

The Colony, of late years, has not been able to balance its budget, and has received help from the Imperial Treasury.

Labour :—The labourers are mostly Negroes, Creoles and imported Waika Indians, who form most of the forest workers.

Internal transport :—Apart from the roads mentioned elsewhere in the text there are a number of trails, maintained principally by the Forest Department for fire-fighting. Such vehicles as jeeps can travel over these in dry weather. Nevertheless, a great deal of the internal transport continues to be by sea and river.

A railway, 26 miles long, running from Commerce Bight deep water pier to the bend of the Stann Creek Valley, has been converted

into a road.

The Burdon Canal connects the Belize and Sibun Rivers. Another canal connects the Sibun River with Northern Lagoon.

There are no trams or omnibuses in the towns. Passenger transport is by motor car, and goods are carried by motor trucks and drays. Coastwise transport is by motor vessels and sailing boats.

LOCAL INFORMATION.

The standard **currency** is the British Honduras dollar, which was equivalent in value to the U.S. dollar until the exchange rate was changed to \$4.00 to the £. on Dec. 31st, 1949. There is a subsidiary silver currency of 50 cents, 25 cents, 10 and 5 cents, nickel 5 cent pieces, and bronze 1 cent pieces coined specially for the Colony. There is a paper currency of tens, fives, twos, and one dollar.

LOCAL MEASURES.

DRY MEASURE.		LAND MEASURE.	
Un Almud	= 5 quarts.	1 Mecate	= 25 yards sq.
Un Benequen	= 15 "	Task	= 1 day's work.
Un Cargo	= 60 "	WEIGHTS.	
Un Barril	= 110 "	1 Quintal	= 100 lbs.

POSTS AND TELEGRAPHS.

Sea and air-mail to the United Kingdom is routed *via* Jamaica ; sea mail parcels are sent *via* the United States.

Internal rates and to Canada and the West Indies are 4 cents per ounce ; to countries within the British Empire 5 cents for 1 ounce, and 2 cents per ounce thereafter. To other countries, 6 cents and 3 cents. The postal **telegraph** system is a Government one. The telegraph system is connected by cable across the Rio Hondo with Chetumal, so telegraph business is possible through Mexico with countries abroad. Messages for transmission by land line to Mexico are charged the rate of 22 cents per word ; deferred rate, 11 cents. There is a small **telephone** exchange at Belize.

Air mail from the United Kingdom *via* the United States, see page 28. Ordinary mail, 2½d. first ounce, 1d. each succeeding ounce.

There is a Government **wireless** station in Belize transacting radio-telegraph with foreign stations.

There are internal radio-telegraph stations at Corozal, Punta Gorda and Monkey River. These communicate with Belize.

PUBLIC HOLIDAYS.

January 1.	May 24.
March 9.	The Queen's Birthday.
Good Friday and Saturday.	September 10.
Easter Monday.	December 25 and 26.

Press :—Belize " Clarion " (daily) ; " Billboard " (bi-weekly) ; " Government Gazette " (weekly).

The **Cost of Living** for Europeans is as follows :—In Belize : in the one hotel and two boarding houses : from \$3 to \$5 per day, or \$80 to \$100 a month per person. In the out-districts there are no hotels or boarding-houses except at Corozal and El Cayo. The cost of living generally is slightly higher than in Belize.

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CHILE

ROUTES FROM ENGLAND.

(a) By Pacific Steam Navigation Company's mail steamers from Liverpool to Valparaiso direct *via* Panamá Canal (occasionally a steamer comes *via* the Straits of Magellan); the journey takes from 26 to 32 days, according to the steamer.

(b) By Royal Mail Lines Ltd. or Blue Star to Buenos Aires, and thence to Santiago and Valparaiso by the Transandine Railway; time taken 21 days. Or by air.

(c) By Cunard-White Star Line to New York, then by Pan American Airways direct to Santiago. Time taken 11 to 16 days according to connection at New York.

(d) By Conference Line to New York, thence by Grace Line mail steamers to Chilean ports *via* Panamá Canal.

Air Services: For international services from outside Latin America by Pan American Airways, British Overseas Airways Corporation, K.L.M., and the Scandinavian Airlines System (S.A.S.), see the AIR SECTION.

The Chilean National Airline, (LAN), besides running internal services, flies to Buenos Aires by reciprocal agreement with the Argentina FAMA, which flies to Santiago. Panair do Brasil has a service between Rio de Janeiro, Asunción, and Santiago de Chile. Scandinavian Airways have a non-stop service between Santiago and Rio de Janeiro.

AÑO DEL CINCUENTENARIO

El día 31 de Marzo de 1902 vió la luz pública el primer ejemplar de EL DIARIO ILUSTRADO. Este año 1952, se cumplen, en consecuencia, cincuenta años de vida de este diario chileno, que se edita en la Capital de la República, y que, sin embargo, ha logrado difundirse con su poderosa red de suscriptores principalmente, en todo el País. Desde sus comienzos EL DIARIO ILUSTRADO logró arraigarse fuertemente en la opinión pública, en tal forma que hoy EL DIARIO ILUSTRADO está en la primera línea de los principales y mejores diarios de Chile. A través de sus columnas se han tratado, en forma objetiva e independiente, todos los problemas de índole social, económica, política e informativa, que han conmovido a la opinión, e influido positivamente en el desarrollo democrático de la República. El Comercio, la industria, la agricultura, la minería, las actividades económica en general, y las organizaciones de la producción y del trabajo, han encontrado en EL DIARIO ILUSTRADO el medio eficaz para lograr éxito y bienestar a la sombra de la confianza y solvencia que sus lectores le han permitido alcanzar.

El que viene a Chile no debe dejar de conocer a este órgano de publicidad, que ha recibido los mejores elogios de las personalidades extranjeras que han llegado a esta parte del Pacífico sur.

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On Tuesdays and Fridays to Victoria, Valdivia, Osorno, and Puerto Montt.

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Twice weekly to Balmaceda and Punta Arenas.

Regional Services from Punta Arenas—Porvenir, Kimiry Aike, Springhill, Puerto Natales, San Sebastian and Caleta Josefina. Wednesdays and Saturdays.

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Valparaiso, the principal port of Chile, is also the most important commercial centre upon the west coast of South America. The geographical setting of Valparaiso has earned for it the title "pearl of the South Pacific." It is 9,000 miles from England, *via* Panamá or 11,000 *via* Magellan Strait. The population, including the suburbs, is 245,000. The mean annual temperature is 59° F., with 30° F. and 88° F. as the extremes.

The city, when seen from the ocean, presents a majestic panorama. A great circle of hills is backed by the snow-capped peaks of the Cordillera. The terraced slopes are covered far and wide with picturesque dwellings and, when night falls, myriads of electric lamps shine out from hill and dale from point to point of the far outstretching bay.

The climate is kindly, for the summer heat is tempered by fresh breezes, and warmth and sunshine mitigate the unkindness of the short winter. Not many antiquities have survived the tempests, fires, and earthquakes, but a remnant of the old colonial town exists in the hollow known as "The Port," grouped round the low-built stucco church of "La Matriz," hallowed by ten generations of worship. The palaces, villas, fortifications, and churches are all modern. Until recently, all buildings were low, a precaution against earthquakes.

Large public buildings are numerous in the city. The huge Naval Academy stands upon a bold hill, from which there are fine views. The Intendencia, or headquarters of the provincial Government, is of some architectural interest. On a promontory of the hill known as Los Placeres, near the coast road to Viña del Mar, there is a remarkable University of Engineering, munificently endowed by the Chilean philanthropist, Federico Santa Maria. The site has several historical associations.

The bay usually includes in its shipping numerous units of the Chilean Navy. The "ascensores" or funicular railways, leading to the upper town, compare with the cliff railways in various English seaside resorts. The winding roads up the hills to the upper town have been improved for motor traffic.

The Plaza Sotomayor, facing the entrance to the long curved line of wharves, contains a fine statue to Arturo Prat, with the Palace of



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the Intendente on the opposite side. The Port Railway Station (for Santiago) and also the (Central) Post Office, are near at hand. The narrow Calle Prat, the financial centre, leads to the Calle Esmeralda, the shopping centre, whence one may pass to the Calle Condell, the Plaza Victoria, and the spacious Avenida Pedro Montt with its cafes and theatres and its little Parque Italia, leading on into the large Plaza O'Higgins. The Avenidas Brazil and Errazuriz, with trees and many monuments, run parallel until near the Baron from which the Avenida España skirts the shore as far as Viña del Mar.

Leaving Plaza Sotomayor by the Calle Serrano and Plaza Echaurren, the Plaza Aduana is reached, where there is a public lift for the Paseo Veintiuno de Mayo, a terrace giving views of the bay and the hills.

The main business quarter, with its roads and railways, stands on land reclaimed from the sea. A further large tract has been regained by the port works which, with their large well-equipped warehouses and powerful electric cranes, are protected by a new sheltering mole. Mail and passenger vessels moor alongside and enjoy every facility for the landing of passengers, baggage, and mails. The advantage is marked during winter months when the "norther" blows in from the sea.

There are several factories in Valparaíso. The local products include textiles, sugar, paints, varnishes, enamels, cottonseed oil, shoes, tanneries, chemicals, pharmaceuticals, cosmetics, and large foundries. The industrial district lies to the east of the city.

Travellers between Valparaíso and Santiago (116 miles by rail or 90 by road) are well served by express trains with Pullman and dining cars. There is a good motor road to Santiago. A bus service runs frequently in both directions throughout the year. Time occupied, 3 hours. Fare, \$60 in omnibus, \$120 by station waggon. Rates by special car, day or night, by arrangement.

Valparaíso Hotels:—Prat, Calle Condell 1443; telegraphic address, Prat; phone number, 7684; 130 beds; Lebell, Av. Brasil, 'Phone 7862, 120 beds; Paris, Calle Blanco 1067, 'Phone 4644, 100 beds; Palace, Calle Blanco 1171, 'Phone 7657, 110 beds; Iberia Ave. Brasil 1700, 'Phone 2184, 70 beds; Rolfs Serrano 520, 'Phone 4681, 90 beds; Herzog Blanco 395, 'Phone 4799, 45 beds; Lancaster (50 beds), Chacabuco 2362, 'Phone 7301.

Restaurants:—Monico, Calle Prat; Jockey Club, Avenida Pedro Montt; La Nave, Calle Serrano, next door to Intendencia; Port Station Restaurant; Samoa, Las Heras; Castillo Ponomi, Av. Altamirano; Castillo Barbieri, Av. Altamirano—the two latter on the sea front; Café Vienés; Café Ramis Clair; Café Riquet.

Clubs:—British American, Español, Club Valparaíso, Club Naval, (Valparaíso); Sporting Club (Viña del Mar).

Addresses:—British Consulate-General, Calle Prat 872; U.S. Consulate, Calle Blanco 800; Y.M.C.A., Calle Blanco 1117; Y.W.C.A., Calle Melgarejo 45; Bank of London and South America, Ltd., Calle Prat No. 882; British Chamber of Commerce, P.S.N.C., Building, Calle Blanco 689 (P.O. Box 1076); Chilean-British Institute, Calle Blanco 725.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Electra House, Calle Prat, 816-822.

All America Cables & Radio, Inc., Calle Esmeralda 919. Transradio Chilena, Blanco 638.

Rail:—Some of the principal services of trains are enumerated below; subject to changes:—

To Santiago by State Railway (3 hours, Pullman cars available), 3 daily expresses, and 7 on certain days. First single, with de luxe Pullman seat, \$115 pesos.

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State Railway to Santiago. From this point are three trains a week to Coquimbo ; three trains a week to Antofagasta and one to Iquique.

Trains southward, to Concepcion, Valdivia and Puerto Montt, are joined at Santiago.

To BUENOS AIRES by Transandine Railway, in winter twice a week, in summer 3 times a week. In summer, trains leave Valparaiso and also Santiago every Monday and Friday at 7.45 a.m., the two trains connecting at Llay-Llay and leaving at 9.35 a.m. The train arrives at Las Cuevas (Chilean border) at 14.50 and leaves at 16.15 (Argentine time) for Mendoza arriving at 22.10, leaves Mendoza at 00.50 and arrives at Buenos Aires at 19.00. There is a slow train on Wednesdays with the same itinerary as far as Mendoza when it leaves at 07.40 arriving at Buenos Aires at 23.30.

Motor Cars :—Cars can be hired by the hour or by the day.

Trams and Buses :—Tram fares within city limits \$1.20. An excellent service of buses is maintained. There is a service between Valparaiso Viña and Chorrillos, fare \$4.00. No standing is allowed in these buses. Urban bus fares \$1.40 to \$1.60.

Steamship Services :—One of the great ports of the world, Valparaiso is in touch with all countries. The principal services include, unless suspended :—

Liverpool, regular mail services *via* Panama Canal, Kingston, Havana, Nassau and Bermuda by P.S.N.C. vessels ; occasional services *via* the Straits of Magellan.

London, Liverpool, Glasgow, Swansea, Hull by P.S.N.C. cargo and passenger vessels ; frequent sailings *via* Canal and Straits.

New York, frequent passenger service by Grace Line and by C.S.A.V. (Cia. Sud-Americana de Vapores), and *via* Havana or Bermuda by P.S.N.C.

Los Angeles, San Francisco, Portland, Honolulu. By P.S.N.C. *via* Balboa.

Frequent local services by Chilean steamer to Guayaquil, Arica, Iquique, Corral, Punta Arenas, and monthly to River Plate and Brazil.

Other Lines from Valparaiso are Cie. Generale Transatlantique to French and Continental ports, the Johnson Line and Knutsen Line to Scandinavian ports and the Italian Line to Mediterranean ports.

PLEASURE RESORTS NEAR VALPARAISO.

Viña del Mar is the residential suburb most favoured by well-to-do Chilean and foreign residents. It is 9 kilometres from the port and connected by trains and motor-buses. The journey takes 15 minutes by direct train, and is a most agreeable one. Both road and railway follow the shore.

Viña del Mar is less exposed than Valparaiso to wind and storm. It has a very fertile soil and a peculiarly fragrant and stimulating atmosphere. It has a population of 70,013. The social season is at its height in the summer (Dec. to Feb.), when large numbers of wealthy visitors arrive from Santiago and Argentina. Luxurious villas, a magnificent club-house and grounds, a modern casino, a race-course, fine hotels and promenades and a swimming pool of great size give Viña del Mar a place in the forefront of South American social resorts. Golf is played upon the introduction of a member at the Valparaiso Golf Club (Viña del Mar). El Recreo and Caleta Abarca, distant about a quarter of an hour's ride, are favourite resorts for bathing and amusements. The latter has a magnificent hotel, the *Miramar*, with a private beach and swimming pool. It is one of the main attractions for visitors to Viña, and is approached by the famous promenade of Miramar.

There is a large sugar refinery in the town.

Viña del Mar Hotels :—O'Higgins, Plaza Vergara, 250 rooms each with bath and telephone ; Miramar, Viña del Mar, 100 rooms ; Embassy, Plaza Vergara, 44 rooms ; France, Alvarez 746, 50 rooms ; Hispano, Plaza Parroquia, 30 rooms ; Playa, Alvarez 712, 28 rooms ; Maria Antonieta, Alvarez 884, 12 rooms.

Concon, at the north-eastern point of Valparaiso Bay, is reached by motor-car in a quarter of an hour from Viña del Mar. Taxi fare,

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Hotels :—Gran Hotel Concon (300 beds) ; Residential Roxy, 15 rooms.

Laguna Verde, a couple of hours' walk over the hills to the west of Valparaiso, is a picturesque bay used for picnics. There is a wayside restaurant.

Jahuel, or **Balneario Jahuel**, is situated high in the Cordillera (3,900 feet), 11 miles from San Felipe station. Expresses from Santiago and Valparaiso do the journey in 2½ hours. About 3½ hours should be allowed for the car ride from Valparaiso. The hill scenery includes a distant view of Mount Aconcagua. The air is of mountain purity, and the mineral waters are very good for drinking and bathing. Good roads run through the glorious scenery in the neighbourhood.

Hotel :—Balneario (150 beds), invalids not received.

Limache (population, 16,448) is 44 minutes by express train from Valparaiso in the valley of the Aconcagua River. There are interesting drives and grand views. A one-day motor-car excursion from Valparaiso can be made which includes visits to Olmué and Lo Chaparro.

Hotel :—Hanza (Tel. 7 Olmue), 45 beds. Swimming pool and tennis courts. London, 21 rooms.

Quinteros, the naval aviation station, 36 miles away by road, may be visited by motor-car (\$400), by bus (\$30), or by railway. There is a very good hotel.

Torpederas, a local bathing resort, is reached by bus.

Santiago, the capital and seat of the Government, 116 miles from Valparaiso, is the fourth largest city in South America and one of the most beautifully situated of any. It stands in a wide plain, 1,706 feet above the sea, and is backed by the Andes. The city covers about 8 square miles, and is crossed from east to west by the Mapocho River, which passes through an artificial stone channel, 130 feet wide, spanned by five iron bridges. The population is 1,215,000. The magnificent chain of the Andes, with its snow-capped heights, is in full view for at least nine months in the year. There are peaks of 20,000 feet about 60 miles away. A gem set in a ring of gardens, and snow-capped peaks, blessed with an almost perfect climate, Santiago has a magnetic power, attracting business and population from all sides. More than half of the country's manufacture is done here. It is essentially a modern capital, full of bustle, noise, traffic problems and skyscrapers. Buildings of ten storeys are common. High office buildings stand next to sumptuous blocks of flats arranged and equipped as well as any in the world. Public gardens, laid out with admirable taste, are filled with flowers and kept in good order. Smart policemen control the crowds with courteous efficiency. Shops are attractively arranged and surprisingly well stocked. New residential quarters and garden suburbs have come into being where before were slums.

A wide and beautiful avenue—the Avenida Bernardo O'Higgins—runs through the heart of the city for two miles.

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remind them agreeably of home. Red pillar boxes for letters, trim gardens in the English style, alert policemen, shops and streets with English and Scottish names. On many sides one hears the English language, for there are thousands of British subjects in Santiago, Valparaíso and other parts of Chile, as well as a certain number of U.S.A. citizens. There are, moreover, many Chileans of British origin, descendants of former settlers.

One of the most striking features is the Santa Lucia Hill, with magnificent views over the city. It is almost in the centre of the city and ornamented with gardens, balustrades, and balconies. The view gives possibly the best general idea of Santiago, although that from the Cerro San Cristóbal, almost behind it as seen from the Crillon Hotel, is perhaps equally good. A funicular railway mounts this hill, which is surmounted by an immense statue of the Virgin Mary.

Santiago Hotels :—Carrera, Teatinos 180, Cable : Carreratel, 400 beds ; Crillon, Agustinas 1025, Cable : Crillon, 150 beds ; City, Compania 1063, Cable : City Hotel, 92 beds ; Savoy, Ahumada 165, Cable : Savoy, 60 beds ; Splendid, Estado 360, Cable, Hotel Splendid, Estado 360, 54 beds ; Capri, San Antonio 541, Cable : Capri, 81 beds ; Oddo, Ahumada 327, Cable : Oddo, 60 beds ; Victoria, Huerfanos 801, Cable : Hotel Victoria, 45 beds ; Mundial, La Bolsa 87, Cable : Hotel Mundial, 40 beds ; Bidart, New York 9, Cable : Hotel Bidart, 34 beds. Hotel Ritz, Estado No. 248, 70 beds.

Restaurants :—Maria Elena, Pasaje Matte 81 ; La Bahia, Monjitas 826/854 ; Chez Henri, Portal Fernandez ; Restaurant Fornoni, Cathedral. Tea Rooms : Gath & Chaves, Ltd., Estado, Huerfanos ; "Violin Gitano," Huerfanos ; "Nuria," Agustinas 715 ; "Goyescas," Huerfanos Estado.

Points of Interest :—San Cristóbal and Santa Lucia Hills, Parque Cousiño, The Bernardo O'Higgins (formerly Alameda, the chief avenue). Casa Moneda (contains historic relics, paintings and sculpture). The Moneda Calle Moneda, containing the official residence of the president and a number of Government offices. Public Buildings :—Cathedral, Bolsa de Comercio, Law Courts (Plaza de Armas), Congress Palaces (Calles Bandera and Compania), Art Buildings, Parque Forestal, Quinta Normal (Quinta tranicar), Cavalry School (Macul car), Plaza Baquedano, National Library, Central Market (Puente 21 Mayo), two Universities.

Conveyances :—Motorbus and trolleybus fares \$1.60 and \$2 respectively, within city limits. Taxi : \$200 per hour according to type of car, within the city limits. Visitors going outside the city are advised to arrange the charge beforehand.

Outings :—Apoquindo and Tobalaba (round trip from centre, about 1½ hours by motor). San José de Maipo and Peñalolen (return journey about 3 hours by motor). El Volcan, 1,407 metres above sea-level ; train 8.00 a.m., arriving back in Santiago 7.45 p.m. through mountains and gorgeous scenery. Cartagena and San Antonio (q.v.) are 2 hours' motor run.

Tourist Agencies :—Wagon-Lits Cook ; "Expreso Villalonga" ; "Exprinter" ; Cia Chilena de Viajes y Turismo (CIVIT) ; Viajes Litvak ; "Transportes Unidos," and "Turavion Shipping Express. Round trips to the Lake District are detailed under "The Chilean Lakes."

Racecourses :—Club Hípico, racing every Sunday afternoon (at Viña del Mar, January-March) ; Hipodromo Chile every Sunday morning.

Tennis :—Santiago Tennis Club ; International ; Los Leones ; The Prince of Wales Country Club ; Country Club ; Stade Française.

Golf :—Los Leones Golf Club (car from Plaza Italia), introduction required ; The Prince of Wales Country Club.

Clubs :—Union ; Phoenix Club ; The Prince of Wales Country Club (cricket, hockey, swimming, etc.) ; Club de Setiembre ; Ski Club Chile, Calle Bandera 64 ; Club Andino (winter sports).

Theatres and Cinemas :—Municipal ; Rex, Bandera, Real, Metro, Santa Lucia, Central, Normandie, Cervantes, Santiago, Baquedano ; and many others.

Addresses :—British Embassy, British Consulate, Bandera 227 ; U.S. Embassy ; U.S. Consulate, Agustinas 1343 ; Y.M.C.A. : Arturo Prat 130 ; West Coast of America Telegraph Co., Ltd. (British), Calle-Bandera, 156 ; All America Cables & Radio, Inc., Calle Agustinas, 1065 ; Transradio Chilena, Calle Bandera, 168 ; Bank of London and South America, Ltd., Corner Calles Bandera y Agustinas ; National City Bank of N.Y., Bandera 237 ; Banco de Chile, Ahumada 251 ; British Chamber of Commerce in the Republic of Chile ; Calle Bandera 227, Casilla 4087. Chilean-British Institute, Miraflores 495 ; British Council, Casilla 154-D ; British Overseas Airways Corp. : MacIver 244 ; and P.S.N.C. offices : Agustinas 1066.



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Road :—Motor-car trips over the Andes to Mendoza (250 miles) are arranged by the travel agencies. The road is excellent except when snowed up in winter but the last 3,000 feet of the climb can now be avoided by passing through Trans-Andean Railway tunnel, 2 miles long. There are motor roads to Valparaíso and San Bernardo. The Pan-American Highway between Santiago and Africa (2,380 kiloms.) is usually covered in five stages. The driving time is 51 hours.

CHIEF PORTS.

Antofagasta, capital of the Province of Antofagasta, is 220 sea miles south of Iquique and 570 north of Valparaíso. It is the most important commercial centre in northern Chile, exporting the minerals of a wide mining area ; probably two-thirds of all Bolivian exports and a third of its imports pass through the port.

Vessels anchor in the bay and alongside the Fiscal Mole. At sea it is linked by frequent services of passenger and cargo boats with all the main Chilean ports. Railways (and air services) run north and south ; one line runs east to Uyuni, whence there are connections for La Paz and Buenos Aires, and a railway from Antofagasta to Salta (559 miles) was opened in 1948.

The population is about 100,000, and the urban streets are asphalted. There are good parks and public gardens, like the Avenida del Brazil, but no memorable buildings. Water is brought from San Pedro, 193 miles away, for the land side is desert. The anchorage is sheltered by a massive breakwater. The quite delightful climate never varies more than a few degrees (18 to 20 Centigrade), but the best time for a visit is from May to September.

Antofagasta Hotels :—Mauri, Pasane Rhin, Telephones 44 and 46, 120 beds ; Plaza, Prat 352, Telephone 505, 60 beds ; Splendid, Baquedano 433, Telephones 738 and 1055, 70 beds ; Residential O'Higgins, Av. Brazil, Telephone 04, 18 beds. Hotel de Turismo (under construction).

There are several factories in the city. The most important industries are beer, refreshing beverages, cannery, soap, paints, ice, cardboard, oxygen, toys, furniture, paving tiles, ready-made clothing, etc. There are also important foundries, refining plants and a large frigorífico.

Restaurants :—"Climent" Bar-Restaurant, Prat 526 ; "Protectora de Empleados", San Martín 350 ; Air Port Station Restaurant.

The "al fresco" luncheons at the Auto Club are fashionable both in summer and winter seasons. There are bathing facilities.

Tea Rooms :—"La Coquimbana", Latorre 327 ; "La Serenense", Matta 481 ; "Alhambra", Matta 575 ; "Las Mil Delicias", Prat 677.

Theatres :—Nacional (modern) ; Latorre ; and Imperio ; all in the centre of the city.

Conveyances :—Motor-buses and taxis.

Addresses :—British Consulate, San Martín 376 ; U.S.A. Consulate, Washington 117 corner Sucre ; Post Office and State Telegraph, Washington corner Prat ; P.S.N.C., Washington corner Sucre. All surrounding the principal park (Plaza Colon).

Cables :—West Coast of America Telegraph Co. (British), Calle Prat 220 ; All America Cables & Radio, Inc., Calle San Martín 353.

Clubs :—English Club, Club de la Unión, Spanish Club and Yugoslav Club, Nautic Club, all in (or close to) the main street (Calle Prat) ; Club de Tennis Antofagasta, in Av. Angamos connected with Av. Brazil, and the Automobile Club, 4 miles from Antofagasta.

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Advertising Rates on application.

The Antofagasta Golf Club has an 18-hole course over natural ground; the green fee is 25 pesos a day.

Excursions:—To Mejillones (40 miles) by train or motor. To Nitrate Oheinas, over good roads, (87 miles), or by train. Near the town of La Chimba is a favourite spot for picnics. Also La Portada, with fantastic rock scenery.

Rail:—Longitudinal railway to Valparaiso and Santiago twice weekly; departs Thursday and Friday 8.30 a.m. Trains take 2 days, 8 hours. Fares: to Valparaiso, 1st class \$1690. To Santiago, 1st class \$1732. Beds per night \$380 to \$440. Antofagasta (Chile) and Bolivia Railway to Oruro and La Paz. Departs Friday, 8.00 a.m. First single (including bed) \$1426.30 to Oruro, and \$1504.50 to La Paz. Departs Uyuni on Saturday, 1.45 a.m.; Oruro on Saturday, 11.00 a.m.; and arrives La Paz on Saturday at 6.30 p.m. The down train departs La Paz at 1.30 p.m. Tuesday, arriving at Antofagasta 9.45 p.m. Wednesday.

Roads:—To Tocopilla, 120 miles; to Mejillones, 40 miles; to Pedro de Valdivia, 110 miles; to Maria Elena, 122 miles; to Taltal, 110 miles; to Calama, 150 miles; to Chuquibambilla, 165 miles.

Shipping:—P.S.N.C. mail steamers, monthly, outward and homeward, also P.S.N.C. intermediate service monthly.

Coasting Steamers:—Five companies run services to Valparaiso, Iquique and Arica, and intermediate ports. Grace Line has frequent sailings south to San Antonio and north to New York.

Arica, the most northerly Chilean port, in Tarapaca province, with a population of 20,000, is the terminus of a line to La Paz, Bolivia (285 miles). It is reached by rail from Tacna (Peru, 39 miles), and is distant 3-4 days from Valparaiso, 4 days from Buenos Aires via Tupiza, all rail; 5-9 from Panamá, 11-17 from New York, and 18-25 days from the chief European ports. The port serves the fertile, but undeveloped, Azapa and Lluta Valleys, and it is frequented for sea-bathing by Bolivian society. Rain is unknown, summer or winter. There is an attractive sand golf course. Maximum temperatures: Winter, 14.9° C.; Summer, 21.8° C.

The town is built at the foot of the Morro headland and fringed by sand-hills. The Andes are clearly in view from the anchorage. The Morro was the scene of a great battle in 1879 between Chilean and Peruvian forces. It has now been thrown open to the public. The vegetation is semi-tropical.

It is the transit trade with Bolivia that gives Arica its importance. Bolivian and Peruvian Customs stations supervise imports to Bolivia and Tacna. Borax, tin, wolfram, antimony, copper ores, hides, sulphur, kieselsguhr, wool, and local agricultural produce are exported.

Landing:—Shore boat and launches.

Shipping:—P.S.N.C. monthly, outward and homeward; Grace Line, fortnightly to Valparaiso; C.S.A.V., weekly, north and south; Italia, monthly.

Hotel:—Pacífico (200 beds).

Rail:—To La Paz by Arica-La Paz Railway every Monday and Friday 9.20 p.m., and Thursday, 7.10 a.m., slow train. (First-class single, \$310; second-class single, \$172.30), sleeping accommodation \$185 extra. The train on Friday mornings is a goods passenger train without sleeping accommodation.

To Tacna, by Arica-Tacna Railway Co., twice daily (first-class single, \$60); leaves Arica 9.30 a.m. and 6.10 p.m.

Motor-cars can also be hired for Tacna. The bus service, twice daily, takes about an hour each way.

Cables:—All America Cables & Radio, Inc., Calle 21 de Mayo 175. West Coast of America Telegraph Co., Ltd. (British), Calle Arturo Prat 354.

Excursions can be made to the old town of Tacna, in Peru, by road or railway; to the fruitful Azapa valley; to the cotton plantations in the Lluta valley; and to the wild desert and mountain scenery at the foot of the Andes.

Concepción, six miles up the Bio-Bio river, is the most important city in southern Chile, the third city of the Republic, and has a population of about 100,000 inhabitants. It is connected by rail with Santiago (360 miles), Talcahuano, its port, (9 miles), and with

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all towns further south as far as the railway terminal in Puerto Montt. A road-bridge across the Bio-Bio river, the longest of its kind in Chile, links the coal producing district to the City of Concepción.

The climate is very agreeable in summer, but from April to September the rains are liable to be excessive; the average rainfall annually is 50 to 60 inches, nearly all of which falls in the six months indicated. Concepción has been exceptionally unfortunate in the matter of earthquakes; it has recently celebrated its fourth centenary and its site has been moved more than once during its history; vestiges of the last earthquake in 1939 are still to be seen, though many magnificent new buildings have been or are being erected, among them a new Cathedral and Law Courts. There is a good nine-hole golf-course (open from April to October) two miles from the centre of the city, and a modern racecourse midway to Talcahuano.

The best way to get a view of the city and surrounding country is to take a taxi up the Caracol hill, from which there is a truly magnificent view, not simply of Concepción but also of the river Bio-Bio, the sea, Talcahuano and San Vicente bays, and of several lakes in the vicinity. This can be done for a cost of 10/- to 15/- and is well worth while.

It is expected that Concepción and district will become more industrialised, due to the opening of a large steel mill in Huachipato, on San Vicente bay, a mile from Talcahuano; this now produces black iron sheets, bars and ingots, tinplate, wire rods, etc., and is creating subsidiary industries. There are also flour mills and cloth factories in Concepción.

Concepción and Talcahuano are joined by a good road, from which branch other roads leading to beautiful bathing beaches and beauty-spots close at hand: the estuary of the Bio-Bio, Lenga, Ramuntcho, Rocoto, and Las Escaleras. There are two other railway lines running from Concepción, one to Curanilahue through Coronel and Lota, where are Chile's largest coal-mines, and the other to Chillan, through Penco and Tomé, famous respectively for their potteries and cloth factories. The district has a considerable production of cereals, pulses and live-stock.

Hotels :—City, Ritz, Claris and Cecil.

Restaurant :—Don Quixote, calle Barros Arana 873.

Clubs :—Concepcion, Ingles, Aleman, Circulo Frances, Chilean-British Institute, San Martin 573, and Chilean-North American Institute, Rengo 311.

Bank of London and South America.

Cables :—West Coast of America Telegraph Co. (British), O'Higgins No. 460.

Air :—In the summer 'planes daily to and from Santiago and connections to Valdivia and Osorno.

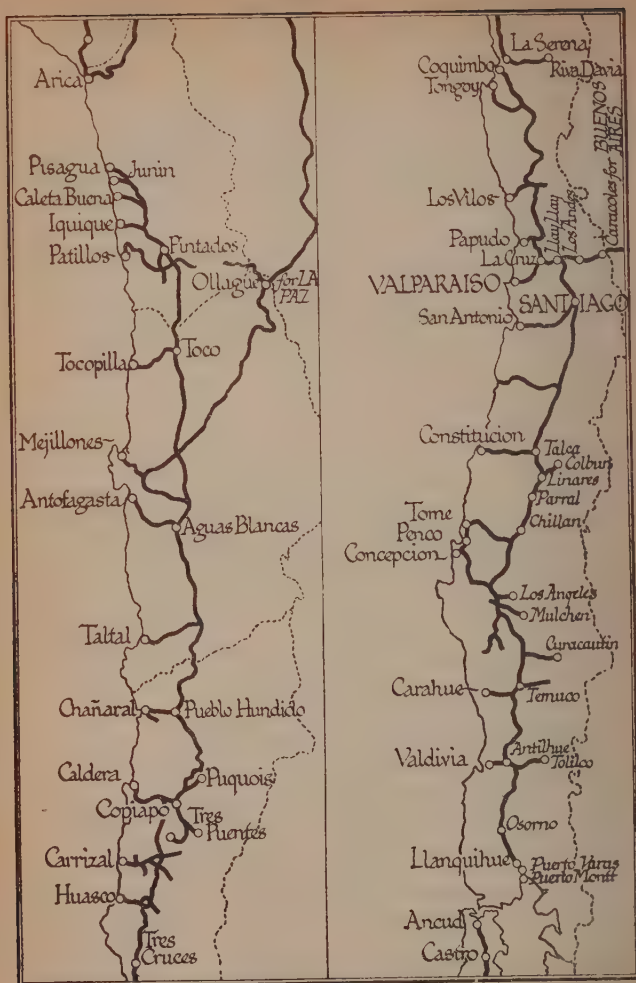
Rail :—Daily to Temuco and Valdivia; to Puerto Montt three times weekly to Santiago daily, and in summer special fast diesel trains three times weekly.

Near Concepción are the following :—

Laraquete, a beauty-spot by the sea at the mouth of a river and two hours from Concepción by train. Good fly-fishing for trout and peladillo in the summer. Small hotel.

Tomé : One hour from Concepción by rail and on Talcahuano Bay, has a very good bathing beach with sandy shelving shore, and a background of wooded hills. Hotels : El Morro and Durdos, open only in the summer.

Dichato : By the sea 8 miles north of Tomé and on the railway line to Chillan. This is a village with two small hotels and miles of beaches. The views are picturesque and there is boating and fishing.



CHILE RAILWAY MAP.

Coquimbo, with about 25,000 inhabitants, is a considerable port, with several industries. The city is built on the southern slopes of the high lands which encircle the sheltered bay of Coquimbo, the winter quarters of the Chilean navy. It is connected by rail with Santiago (357 miles) and with Valparaiso by rail and steamer (198 nautical miles), and has one of the best harbours on the coast. It is in a mixed agricultural and mining district known favourably for a palatable local wine. The harbour has a mole and pier. Steamer passengers may undertake, if time allows, the train journey to La Serena, 9 miles away, or go by road. Halfway between Coquimbo and La Serena is Peñuelas, with a good beach, a Casino and a race-course. There are other good beaches at Guayacan and La Herradura, both near the port. There are thermal springs at Soco, about 160 kilometres to the south, near Ovalle. Other points of interest in this region are the Elqui Valley, which stretches to the north-east from La Serena (there is a good motor road), and such towns as Vicuña, Paihuano, and Pisco Elqui. In this valley are pisco distilleries, peach and walnut farms, orange groves, etc.

The journey between Coquimbo and Valparaiso can now be done by car, but the road is very hilly, rising at one point to over 5,000 ft.

Excursions :—Not far from Coquimbo is the little town of Andacollo. Here, round about Christmas time, is held one of the most picturesque religious ceremonies still celebrated in South America. The pilgrimage to the shrine of the miraculous Virgen del Rosario de Andacollo is the occasion for ritual dances dating from a pre-Spanish past. The church is a huge building. The town is now a centre for alluvial gold washing.

Hotels :—Palace (25 beds) ; Inglés (30 beds) ; Plaza.

Cables :—West Coast of America Telegraph Co. (British), Calle Aldunate, 805.

Coronel, 281 sea miles south of Valparaiso, and 43 south of Talcahuano, upon a picturesque stretch of coast, is memorable as the scene of the naval battle for which vengeance was taken at the Falklands. The coal mines are important, and there is good natural protection for shipping. The population is 28,027 ; Concepción is 17 miles away by rail (1 hour).

The action off Coronel on 1 November, 1914, was fought between Von Spee's China squadron (Scharnhorst, Gneisenau, Leipzig, Nürnberg, and Dresden) against Cradock's squadron (Good Hope, Monmouth, Glasgow, and the merchant cruiser Otranto). A heavy sea and an unfavourable light added to Cradock's difficulties. The Otranto was ordered out of range, and of the combatant British ships the Glasgow alone escaped.

Landing :—Shore boat.

Cables :—West Coast of America Telegraph Co. (British), Calle Manuel Montt 175.

Rail :—To Concepción, twice daily, crossing the famous Bío-Bío Bridge, 1,889 metres in length ; journey 1 hour. To Lota thrice daily, 20 minutes.

Iquique, the capital of the Province of Tarapacá, is one of the principal ports of northern Chile and a centre for exporting nitrates and iodine. It is reached by sea from Valparaiso (784 sea miles), Antofagasta (220 miles), and Arica (108 miles) ; by train from all important stations to the south, and by plane from any part of the Continent.

Iquique was founded in the 16th Century on a rocky peninsula which is protected by the headlands of Punta Gruesa and Cavanha. Although the town was partially destroyed by earthquakes in 1868 and 1875, it has grown into a fairly prosperous port of some 48,000 inhabitants.

The harbour is well sheltered and steamers can tie up to modern docks where nitrates are now loaded in bulk or in sacks by up-to-date automatic conveyors. Several fish-canning factories have been recently established. Fish are plentiful and deep-sea fishing as a sport is becoming popular.

Although the region is rainless the climate is mild all the year round, and there is an excellent beach for bathing from November to March.

Good roads are now available for visits to the Nitrate Mines at 3,000 feet. In the mountains, at heights varying from 5,000 to 9,000 feet, are Pica, a fertile oasis, and Mamiña, with hot mineral springs and good accommodation for tourists.

Trains leave twice a week for Santiago and southern Chile. There is a daily service to Antofagasta or Arica for connection with Panagra and other inter-continental services.

Hotels :—Hotel Prat ; Inglés ; Phoenix ; Espana ; Savoy.

Restaurants :—Club Aereo ; La Bolsa ; Casa Blanca.

Railway :—For Santiago, a train leaves on Thursdays, at 3.00 p.m., for Calera to change for Santiago ; this train is for 1st, 2nd, and 3rd class passengers. There is a train also on Monday for 3rd class passengers only.

Landing :—Shore boat and launches. Port works are in operation.

Shipping :—P.S.N.C., outward and homeward, monthly ; and coasting steamers.

Conveyances :—Coaches and motor-cars. Auto service to the nitrate oficinas.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Electra House, Calle San Martin. 300, Esq. Luis Uribe. All America Cables & Radio, Inc., Calle Bolivar Esq. Luis Uribe.

Punta Arenas, the most southerly city in Chile, and capital of the province of Magallanes, is situated in the Straits of Magellan at almost equal distance from the Pacific and Atlantic oceans, 1,690 sea miles from Valparaíso, and 1,295 from Buenos Aires. The city is laid out in squares, with 25 streets running north to south and 35 streets running east to west. The population is about 48,000. Most of the smaller and older buildings are of wooden construction, but during recent years the town has expanded rapidly, and practically all new building is of brick or concrete. All the main roads are paved and the country roads are of gravel.

Punta Arenas is the centre of the sheep farming industry in that part of the world and exports wool, skins, and frozen meat. It is also the port of call for most foreign vessels passing from one ocean to the other, and the home port of the small coasting vessels trading between the southern Chilean ports. Coal has been found in many parts of the territory and a considerable number of small mines are working. The oilfields of Tierra del Fuego are now in production and the products exported regularly. Good motor roads connect the city with Puerto Natales in Ultima Esperanza and the town of Rio Gallegos in the Argentine Republic. There are air services to Rio Gallegos ; Porvenir ; Caleta Josefina and San Sebastian ; Springhill, Manantiales and Bahia Felipe ; and to Natales.

The average temperature is 50° F. summer and 38° F. winter. The summer sports are football, tennis, horse-racing, and there is a nine hole golf course. In winter there is ice skating and skiing. There is an excellent British Club. As a matter of especial interest to the tourist, there is an excellent museum in the Colegio Salecianos dealing with the Indians, animal and bird life of the region, and

other interesting aspects of the life in Patagonia and Tierra del Fuego.

Landing :—By motor-boat or tug. Passports are required by all passengers.

Steamers :—To Valparaiso, by Cia. Chilena de Navegación Interoceánica and Ferrocarriles del Estado, Servicio Marítimo; and Cia. Marítima de Punta Arenas.

To Buenos Aires, by the Cia. Chilena de Navegación Interoceánica and the Soc. Anón. Import and Export de la Patagonia, the agent for both.

Motor Service :—To Rio Gallegos and Puerto Natales three times a week. Private cars can be hired.

Hotels :—Hotel Cosmos, Calle Errazuriz, Calle "Cosmos," 50 rooms; Savoy, Calle Valdivia, 35 rooms; France; Cervantes; Colon; Calle Rosa.

Cables :—West Coast of America Telegraph Co., Ltd., Calle Pedro Montt, 929. All America Cables & Radio, Inc., Calle 1 de Mayo 1142.

Bank of London and South America : Banco de Punta Arenas; Casa de Ahorros.

Excursions :—Within easy reach are the following: Loreto Coal Mine; Skating fields; Silver Fox Farms; Puerto Bulnes, old time Chilean Port reconstructed. The most interesting excursions are to be had in the region of Ultima Esperanza, where the beauty of the scenery can compare with that of the Norwegian fjords. There is fine fishing in the rivers of this region, and plenty of game. Ultima Esperanza can be reached by car, about seven hours' ride in the summer, or by boat in about 30 hours. The road distance is 250 kiloms. The fjords and glaciers of Tierra del Fuego (20 kiloms. by schooner) are exceptionally beautiful.

There is a Touring Club at Punta Arenas, Casilla 127. Correspondence in any European language.

Puerto Montt, capital of Llanquihue province, is a thriving town of 44,024 inhabitants, the terminus of the Southern Railway and the point of embarkation for Chiloé, Aysen, and Punta Arenas. It is 670 miles south of Santiago, 80 miles from Osorno. The bay is magnificent in size and beauty, and the local climate most agreeable. The port is much used by coasting steamers and serves a sheep-farming district. Vessels anchor off shore.

Puerto Montt is on a patch of flat land following the contours of the bay at the head of the Gulf of Reloncavi, and inland the hills, still covered with the relics of the primeval forest, rise abruptly. The "four hill-sides" rise inland to the watershed which cuts off the head of the bay from Lake Llanquihue. The distance between the lake and the sea is a few kilometres only, but road and rail have to follow a winding course between Puerto Montt and Puerto Varas on the lake. The line follows the shore for some distance before striking off into the hills and charming glimpses are caught from time to time of Puerto Montt.

Hotels :—Central, Puerto Montt (63 rooms); Miramar.

Excursions :—The city is an excellent base for excursions to the Chilean Lakes (page 446). Lake Llanquihue is 14 miles by road, and from that point there is a view of the Osorno volcano. (A good excursion is to go early by car to Ensenada, on to Lake Todos los Santos, return by travelling all round Lake Llanquihue.) Other large lakes in the same province are Lago de Todos los Santos, Laguna Cayutue, Lago Puyehue, Lago Rupanco, and El Chapo. The Maullin River, which rises in Lake Llanquihue, has some interesting waterfalls. The wooded island of Tenglo, just off Puerto Montt and which is easily reached by launch, is a favourite picnicing place. Magnificent view from the summit. The island is famous for its "curantos," a local dish. Chamiza, at the mouth of the River Cohlun, is recommended to fishermen (two quintas). There is a good bathing beach at Pelluco, a fair walk from Puerto Montt. The estuaries of Reloncavi and Cochrano (6 hours) are very beautiful. Maullin, at the mouth of the Maullin River, is worth a visit (by ship direct or by car as far as Puerto Toledo and then by launch or lake steamer). Calbuco (Hotel Francke), centre of the fishing industry, with good scenery, can be visited direct by steamer.

There is a frequent service of motor buses between Puerto Montt and Puerto Varas, on the shores of Lake Llanquihue, where there are wonderful views of lake and mountain scenery. There are several good hotels at Puerto Varas.

Rail :—Daily to Osorno; three times a week to Temuco, and three times a week to Santiago in the winter; in summer daily.

OTHER TOWNS.

Ancud is a port on Chiloé Island, with a population of 13,981. It is about 760 miles from Santiago; an agricultural and timber centre with a good trade with Puerto Montt.

Hotels :— Plaza, Nielson

Calama, in the Province of Antofagasta, at an altitude of 7,430 ft., population 6,973, is 150 miles from Antofagasta and 14 miles from Chuquicamata. It is from Calama that the Cia Sud Americana de Explosivos supplies all Chilean and some Bolivian demand for high explosives.

Caldera, opened as a port in 1884, serves the province of Atacama. It has a pier 250 yards long, and is connected by rail with Copiapó (54 miles). It is claimed that the first steam train to run in South America started from Caldera.

Castro, a minor port upon a deep-water inlet on the eastern side of Chiloé Island, is served by local steamers from Puerto Montt and coasting vessels. Timber, potatoes and wheat are exported to the mainland. Population, 22,227.

Chañaral, a port in Atacama, midway between Caldera and Taltal, has 3,955 inhabitants, and is in a rich gold and copper mining district. It is 175 miles south of Antofagasta. Caleta Barquito, four kilometres to the south of the Bay, is the base of the Andes Copper Mining Co., which has mines at Potrerillos. Chañaral's importance is almost completely bound up with the imports and exports of this company.

Hotels :—Lido (20 beds); Universal (20 beds); Atacama (10 beds).

Rail :—Connecting with Longitudinal Railway at Pueblo Huidido (40 miles).

Steamers :—Weekly coastal service to Iquique and fortnightly to Valparaíso. Fortnightly service to New York and Valparaíso by Grace Line steamers; also coasting steamers.

Chillan, 250 miles south of Santiago, is on the southern section of the State Railways. It has a population of 61,535, and is an important agricultural centre. One of its older houses was the birthplace of the Liberator, Bernard O'Higgins. The town was destroyed by earthquake, 1939, but has now been rebuilt. There is a road to Talca, and another south to Temuco, 339 kiloms.

The mineral springs, for which the district is famed, are reached by train to Recinto (40 miles), and motor to "las Termas," 4,000 ft. up in the Cordillera.

Hotels :—Gran Hotel (67 rooms); O'Higgins (25 rooms); Espana (32 rooms).

Chuquicamata, in the heart of the Atacama desert, 150 miles from Antofagasta, on the Antofagasta and Bolivia Railway, has the largest copper mines in the world (Chile Exploration Co.) The roads from this town to Antofagasta, María Elena, and from María Elena to Tocopilla, are the best long-distance roads in the Province of Antofagasta. Population, 15,000; altitude, 10,000 ft.

Hotel :—Washington, 12 rooms.

Constitución, on the Maule River, and 115 miles north-east of Concepción, is a port of call for small steamers. It adjoins a large and wealthy district producing grain and lumber, and is connected by rail with the Southern Railway at Talca (56 miles). Its main claim to attention is as a summer resort. The fine beach is encircled by rocks of great picturesqueness, and the surrounding scenery is most pleasing. There is a large number of hotels and pensions,

but the accommodation provided is scanty during January-March.

Hotels :—De la Playa ; Gran ; Negri ; Talca ; la Plaza ; Splendid ; Venecia ; a Zona ; Pension Marini.

Copiapó, capital of the province of Atacama, 260 miles north of Coquimbo, has a population of 21,731, and is an important copper, gold, and silver mining centre. It is an attractive, well-administered town, on the edge of the desert region. It is connected by rail with the port of Caldera, 50 miles, and with Santiago, Valparaiso, Iquique, and Antofagasta. There is a monument to Juan Godoy, a pioneer of the mining industry. Damaged by earthquake, 1939.

Hotels :—Ahumada ; Inglés.

Corral, the outport or anchorage of Valdivia City, is at the mouth of the Valdivia River. There is a ferry boat service daily to Valdivia (11 miles ; 2 hours ; fare 18 pesos). The town was the scene of a great victory by the Chileans under Admiral Cochrane in the War of Independence of 1818. The waters of a number of lakes flow out to sea through the port, and in the heavy rainfalls of winter the currents are strong. There are five mooring buoys for the berthing of cargo vessels in the bay. Large iron and steel works have been constructed to treat ore obtained from Tofo, near Coquimbo. Population, mostly labourers, is about 12,000.

Cruz Grande, on the gulf of Cruz Grande, 32 miles north of Coquimbo, and 130 miles from Valparaiso, has a good anchorage of from 8 to 20 fathoms. It is entirely a shipping port for the Bethlehem-Chile Iron Mines at El Tofo.

Coquimbo can be reached by steamer twice a week, daily by rail, or by motor (about 4½ hours).

Curicó, an inland agricultural town, with 35,270 inhabitants, is 120 miles south of Santiago on the railway. The surroundings are picturesque, and the main plaza is accounted one of the finest in the Republic. The cattle market is a great one ; flour milling and alcohol distilling are local industries.

Hotels :—Comercio, Curico, Turismo.

Huasco, a port for mining products, midway between Coquimbo and Copiapó, has 2,311 inhabitants.

Hotel :—Cabezas (20 beds).

Steamers :—Fortnightly to Arica and Valparaiso and intermediate ports.

Rail :—Four times a week to Vallenar in connection with the Longitudinal Railway.

La Serena, capital of Coquimbo province, lies about 9 miles from the port of Coquimbo, along the shores of the magnificent bay. It was founded in 1543, destroyed by Indians, rebuilt, and sacked by the English pirate Sharpe in 1680. On February 27, 1818, the Chilean Declaration of the Independence was made here. It is a charming old-world town, built on a hillside, and has many fine buildings and streets. It is famous for its flowers, its gardens and orchards. The historic cathedral is the seat of an important archbishopric and there are many old convents. The population is 30,000. It is connected by rail direct with Valparaiso. There are first-class trains twice a week, and third-class trains four times a week to Calera, where connection is made for Santiago and Valparaiso. (This schedule includes both La Serena and Coquimbo). Rail cars also run twice a week to Calera. There are frequent bus services to Coquimbo, and a daily service to El Tofo, near Cruz

Cruce. An airport is being built 8 kiloms. from La Serena and to finish Copuimbo. There are two good motor roads, one inland and one along the coast to Copuimbo. Halfway along this road is the popular beach of Peducelas, with a Casino, and permanent Exhibition grounds where mining, cattle and agricultural produce are shown in February or March and *Rodeos* and "Ramadas a la Chilena" are held.

La Serena is now being replanned and transformed in an attempt to make it a second Vina del Mar.

La Serena is not a mining city, but it is near El Tofo, where the Bethlehem Chile Iron Company extracts rich ore with electrical excavators to send over a specially constructed railway to Cruz Grande, a port built for this particular purpose.

Hotels:—Francisco de Aguirre; Gran (40 beds); Hotel Santiago.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Cable O'Higgins.

Lebu, a coal port 80 miles south of Concepcion, at the mouth of the River Lebu, has a population of 8,219. Local railways serve the coal mines in the area, and run daily trains to Puerto Peleco on the highly picturesque Lake Llanalline, 24 miles south of Lebu.

Hotels:—Central (40 beds); Alemun (15 beds).

Boat:—To Talcahuano, Tanco, Penco and Valdivia weekly.

Linares, capital of the province of Linares, with 14,461 inhabitants, is 18½ miles south of Santiago, on the State Railway. It is the centre of an agricultural area producing wine, fruit, cereals and vegetables. It is the junction for the Pannalvida springs and baths (17 miles), picturesque situated on the foothills of the Andes in the central Chilean valley. The hot springs are medicinal.

Hotels:—Astur (40 beds); Pannalvida (high-class), 200 beds, six baths.

Los Andes, 88 miles from Santiago, in the agricultural and vine-growing district of Aconcagua, has a population of 17,904. It is the Chilean terminus of the Transandine Railway to Argentina. It is the centre for the bag and cordage industry. There are roads to Mendoza (Arg.), and to Santiago or Valparaiso. There is a paved highway to Caracoles where vehicles can be shipped by rail to Las Cruces, Argentina.

Hotels:—Comandante, Plaza, Barros del Carmen, Rio Blanco.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Cable Transandina, etc. All America Cables & Radio, Inc.

Lota, a large coal shipping port on the Bay of Aranco, south of Coronel (8 miles) and Concepcion (24 miles), is a coal-mining centre with 14,375 inhabitants. It can be conveniently visited by train from Coronel or Concepcion. In the neighbourhood is the famous Cousco Park, one of the sights of Chile. The management and organization of the Cousco mines are of extraordinary interest.

Landings:—Stone Beach.

Boat:—To Coronel (2½ minutes), and Concepcion (1½ hours) daily.

Hotel:—Comandante (24 beds).

McMillones, an important shipping port in the province of Antofagasta, 67 sea miles from Antofagasta town. It has a good natural harbour protected from westerly gales by high hills, and is connected by rail and road with Antofagasta (48 miles). Population, about 1,600. Exports consist of tin and other metals from Bolivia.

Exporters and Importers:—Gibbs Williamson, Ltd.

Shipping:—North, South Navigation Co., vessels may call out south and northward passages.

Osorno, capital of its Department, is on the State Railways, 590 miles south of Santiago, and 80 miles north of Puerto Montt. It is a distributing point for a large agricultural area. The city was founded in 1558 and quickly became one of the principal Chilean towns. It is built on rising ground at the junction of two rivers, the swift Rahue and the quiet Damas. Some of the streets and buildings retain much of their colonial character, but modernism, to excess, is the dominant note to-day. The Instituto Aleman—the town is mainly German—is a good instance of the prevailing concrete construction. There are local industries of some importance. Population, 62,106. Osorno may be visited *en route* to Puerto Varas and the Chilean Lakes, and is about 15 hours' train journey from Santiago. Good roads radiate into the surrounding country, to Valdivia and Puerto Montt and to the Argentine town of San Carlos de Bariloche, which is reached *via* the Lakes of Todos Los Santos and Laguna Verde, which are crossed by ferries.

Hotels :—Hotel Burnier (160 beds and 100 baths) ; Hotel Waeger (80 beds and 28 baths) ; Hotel Espanol (44 beds and 12 baths) ; Hotel Savoy (30 beds).

Excursions :—(1) Motor to Octay, on the shores of Lake Llanquihue ; trips can be made from Octay by steamer on the lake, or the road followed along the lake side ; (2) to the Pilmaiquen waterfall, and thence to Lake Puvchue and the thermal waters ; (3) motor to Rio Bueno, celebrated for its scenery, and to La Union ; (4) motor to Trumao, a river port on the Rio Bueno, whence a steamer may be taken to the sea ; (5) motor to Rio Negro and Riachuelo ; (6) motor along International Highway *via* Perez Rosales to Lake Todos los Santos ; (7) motor to Ensenada for lunch, continue to Puerto Varas for afternoon tea, then along east side of the lake to Octay and back. Other excursions can be made to San Juan de la Costa, and to Lake Rupanco. The Club Andino has 2 shelters at La Picada, in the ski fields, 55 miles by road ; it also has a shelter at the Antillanca Ski Fields, where a "ski lift" has been installed and which are only 10 miles by road from the Puyehue Hotel. Apply at the "Oficina de Turismo de Osorno," Hotel Burnier.

From about the beginning of October until the end of March, depending on weather conditions and the extent of the passenger traffic, "Lipa Sur" Air Line run a regular weekly service to Pampa Alegre Airfield, about two miles by road from the centre of the town.

Ovalle, 60 miles south of Coquimbo and served thrice a week by trains from that point, is at the junction of a 50-mile line to the coast at Tongoy. It is the centre of a fruit, wool-growing, and mining district. Population, about 32,650. The thermal springs of Soco are quite near, and 60 miles to the south is the medical station of Combarbalá.

Hotels :—Roxy ; Palace ; Hotel de Turismo Ovalle.

Puerto Varas, a beauty spot of about 44,024 inhabitants, stands on the edge of Lake Llanquihue, and near the Osorno, Tronador, and Calbuco volcanoes. There are steamers and motor-boats on the lake, which ply between Puerto Varas and Ensenada, calling at villages *en route*. It is in the Chilean "Switzerland," 16 by road from Puerto Montt and 650 miles from Santiago upon the southern line. The journey may be made by Pullman. (See the Chilean Lakes, page 446) Puerto Varas is within easy reach of many famous beauty spots—Desagüe, Totoral, Frutillar, Los Bajos, Puerto Octay, Puerto Chico, Puerto Fonck, Ensenada, La Poza, the Loreley Island, the Calbuco Volcano, La Fábrica, Puerto Rosales, Playa Venada and Rio Pescado.

Hotels :—Puerto Varas ; Playa ; Heim ; Bellavista.

Rancagua, with a population of 38,423, is on the Southern Rail-

way, 105 miles south-east from Valparaiso, or 51 miles south from Santiago (1½ hours by train). A battle fought in its streets in 1814 is its chief title to fame. The pursuits of the town are agricultural, although it serves also the Teniente mining area, 20 kilom. by rail. There is a road to Santiago. The Cauquenes thermal springs are near at hand.

Hotels : Santiago (32 beds) Rio Claro (50 beds) De La Ta ; Espana (31 beds) ; Duval (25 beds).

Rio Blanco, in the Cordillera, 35 miles from Los Andes up the Aconcagua River, is served by daily trains from Los Andes. The surroundings are mountainous, with good walks and rides. There is good fishing to be had, and a fair amount of society in the season, September-April.

Hotel :—Rio Blanco (100 beds).

San Antonio, 40 miles by sea south of Valparaiso and 70 miles by rail or road from Santiago, is the nearest port to the capital. Its shipping shows a considerable growth, more or less at the expense of Valparaiso. There are direct rail connections with Santiago, Talagante, and the Central Valley.

The town is a popular holiday resort for Santiago residents, and has 27,314 inhabitants. **Cartagena**, 5 miles away, with good hotels, is also a favourite playground for Santiago residents. **Llolleo** (2½ miles) is a summer resort, also with hotels. Two other popular resorts are **Tejas Verdes** and **Santo Domingo**, about 10 minutes by automobile south of San Antonio. Both have very good hotels. There is a golf course at Santa Domingo.

Hotels :—**San Antonio** : Jockey Club; **Cartagena** : Florida, Continental, Francia, Balsa, and Biarritz. **Llolleo** : Oriente, Alhambra. **Tejas Verdes** : Hosteria Tejas Verdes. **Santo Domingo** : Club Rocas.

San Felipe, capital of Aconcagua province, 80 miles north-east of Valparaiso, is an agricultural and copper and gold mining centre with 19,000 inhabitants. The climate is agreeable, for the city is 2,087 feet above sea-level. It is connected by rail, *via* Las Vegas junction, with Valparaiso, Santiago (78 miles), and Los Andes (9 miles), for Argentina. A short metre-gauge railway runs from San Felipe to the old town of Puteando. There is a road, 41 miles long, to Santiago.

Hotels :—Bañuario Jahuel (83 rooms) ; Europa (50 beds) ; Robles (20 beds).

San Fernando, capital of the province of Colchagua, with 28,723 inhabitants, is 83 miles by rail or road from Santiago and 197 miles from Valparaiso. It is in a broad and fertile valley at an altitude of 1,112 ft. It was founded in 1742, and still retains its colonial character.

Hotels :—Marcano, Estación, Español.

Talca, capital of the large agricultural province of Talca, is on the Claro and Piduco rivers. Population, 56,735. Connected with Santiago 155 miles, Concepción 200 miles, and the port of Constitución, 50 miles, by road, rail, and airways. The city was founded in 1692 and has historical and cultural traditions of which the inhabitants are justly proud. It was completely rebuilt after the earthquake of 1928, and now has large open parks and well-paved streets. The province, apart from its large wheat and other grain production, is the largest wine producing zone in Chile. The city

is the most important in the central valley and is one of the largest manufacturing centres in the country. Here is the biggest match factory in Chile. There are seven shoe factories, the largest of which produces 1,500 pairs a day. There are also two biscuit factories, two tobacco and cigarette factories, two paper mills, five flour mills with a total yearly capacity of 500,000 quintals, a tannery, several distilleries, three foundries and the two principal bed and tube factories of Chile.

The city has a fine Stadium with running and cycling tracks, football grounds and an open-air swimming bath. There is also a first-class 9-hole golf course. There is a good road to Chillan (163 kilom.).

Excursions :—The Maule lake and river, within easy reach of Talca by a first-class road covering some of the finest mountain scenery in Chile, are being stocked with salmon and rainbow trout. There are various important medicinal springs within easy reach of Talca; the best known is Panmavida, 35 miles by road.

Hotels :—Palace (70 beds); Talca (60 beds); España (30 beds); Morel (30 beds); Gran Hotel, Plaza.

Talcahuano, the port of Concepción (9 miles), is connected with that city by road and rail. It is on Concepción Bay and is the best harbour in Chile. A leading grain and export centre and a naval station, its dry docks accommodate vessels of 30,000 tons. The steelworks on San Vicente Bay (2 miles), known as the Planta de Huachipato, is now in operation. The population is 41,536. It is about eleven hours (363 miles) by rail from Santiago, and 240 miles by steamer from Valparaiso. Steamers call both upon their northward and southward journeys.

Landing :—By shore boat.

Hotel :—Francés (70 beds).

Cables :—West Coast of America Telegraph Co., Ltd. (British), Calle Bulnes, 118.

Buses :—Frequent service to Concepción.

Taltal, a port in the province of Antofagasta, 110 miles south of that city, has a population of 5,000, and is a nitrate centre. Railways join the oficinas with the port and the Taltal Railway joins also at the Northern Longitudinal system. There is a motor road to Antofagasta.

Hotels :—Plaza (35 beds); Prat (12 beds); Several boarding-houses.

Temuco, capital of the rich agricultural province of Cautin, is 430 miles south of Santiago or 108 miles north-east of Valdivia. This Cathedral city of 84,696 inhabitants has been considerably improved in recent years and is now one of the most active centres in the south. Wheat, barley, oats, timber and apples are the principal products of the district. Native Indians make this their market town. It is the headquarters of the South American Missionary Society and of the American Baptists, whose public schools are filled from all parts of Chile.

There is a grand view of Temuco from Cierro Nielol, where there is a golf course, tennis courts, and a bathing pool.

Hotels :—Central (110 beds); Continental (60 beds); Fourcade; Turismo; de la Frontera; Gran; Terraz; Perit; Club Ski Llaima.

Rail :—Twice daily to Talcahuano; three times a week to Pto. Montt in winter, daily in summer. To Valdivia, once a day in winter, twice a day in summer. To Carahue, daily.

Excursions :—To **Puerto Saavedra**, a pleasant seaside resort, on the bank of the navigable River Imperial. A railway runs as far as Carahue, through picturesque scenery. Continue either by car (2 hours) or by river boat (4 hours or 2 hours on Sunday).

From Puerto Sanvedra there are interesting excursions to Nehuentue, on the other side of the river, or to lakes **Budi** and **Trovolhue**, both well worth seeing, but access is difficult. Trovolhue is reached by specially chartered launch, taking 4 hours to ascend Mounal River. Lake Budi is reached by a 1 kilometre journey on foot or horseback as far as Boca Budi, and the lake is crossed by motor boat chartered in advance to **Puerto Dominguez** (2 hours), a picturesque little place famous for its good fishing. Puerto Dominguez can also be reached on horseback from Carahue (40 kilometres).

For details of these excursions visit the State Railways Information Bureau at 518, Avenida Arturo Prat, Temuco, or the office of the Asociación de Turismo de Cañin (opposite). Tours are arranged to lakes, sea beaches, Indian settlements, or to salmon and trout streams.

From Temuco a gravel road runs *via* Friere and Allipen to **Lake Villarrien**. The lake is one of the most beautiful in the region, with Villarrien Volcano for a background. Beautifully situated on the extreme west bank is the town of Villarrien (Hotels: Central; Gran; Yachting Club). A terminus of a branch line which joins the main line at Loncoche, 80 kilometres south of Temuco. The very attractive small town of Pucón, which is on the south eastern shore of the lake, can be reached by omnibus, or perhaps on horseback by fair road, or by water. Pucón is beautiful, has a good climate, excellent fishing, and first class accommodation in the State Railway *Hotel Pucón*. The *Hotel Playa* is comfortable. Excursions from Pucón should be made to Rinconada; on horseback to the Villarrien Volcano towering behind the town for the grand view; to Lakes Colico and Caburguán; and the thermal baths of Muetue and Palguin. A small steamer, the "Doña Rosa," plies on the lake.

There is a road from Pucón to the Argentine village of **Junin de los Andes**. The route by car is past the volcanoes of Villarica, Laim (particularly good) and Quetopillan, as far as Lake Quillehue, a gem set between mountains 1,200 metres above sea level. Cars are ferried across by boat (if there is one available). From the opposite shore to the border is 7 kilom. by good road. Beyond the border is Lake Troncon, much visited by Argentine tourists. The Argentine road from the border to Junin de los Andes is narrow, rough, and not very interesting. The road goes on *via* San Martin de los Andes (a lovely little town on Lake Laim), and *via* Lago Hermoso and Villa Argentina (a beautiful drive) to Bariloche.

Tocopilla, in Antofagasta province, population, 22,000, is chiefly concerned with shipping nitrate, sulphate, iodine and copper ore. Good roads connect the town with Antofagasta (119 miles), Iquique, (212 miles), Chiriquimuta (93 miles), Maria Elena (47 miles), and Pedro de Valdivia (66 miles). There is a sporting 18-hole golf course.

Hotels 1—Chile; Español; Gran Hotel America.

Rail—Passenger train to Maria Elena every day, connecting with the Longitudinal Railway in Mitre Station, for Antofagasta, Bolivia, Valparaiso, Santiago and Iquique.

Shipping 1—Calls by P.S.N.C. and by coasting steamers.

Cables 1—All America Cables & Radio, Inc., Calle Serrano 1180.

Valdivia, founded by Pedro de Valdivia in 1552, stands where the rivers "Calle Calle" and "Cruces" join to make the River "Valdivia," 11 miles from the port of Corral and the Pacific Ocean. It is the capital of the Province of Valdivia and the busiest city in southern Chile. Valdivia is 440 miles from Valparaiso by sea and 510 miles from Santiago (about 24 hours by train). The population is about 58,000.

The town is set in a richly agricultural terrain enjoying a humid climate, and is the clearing house for the exports and imports of the region. Facing the city is Teja Island, 5 kilom. long by 2 wide, where many industries have been set up. A concrete bridge is being built to join the city and the island, on which a new establishment, the "Saval" (Sociedad Agrícola y Ganadera de Valdivia), makes an excellent site for fairs and agricultural exhibitions.

Excursions 1 The district has much natural beauty with a lovely

countryside of woods, beaches, lakes and rivers. The various rivers are navigable and there are pleasant journeys to Puta, Putable, and San Antonio, behind the Teja Island and through the Tornagaleanes, the "Isla del Rey." Among the waterways are countless little islands, cool and green. Ferryboats which make the run to Corral in about two hours, call at the seaside resorts of Niebla, Cancuhal, Mancera and Amargos. These leave Valdivia for Corral at 8.30, 2.0 p.m., and 5.30 p.m., but there are more frequent sailings during the summer season (December to the beginning of March). A road, 47 miles long runs from Valdivia to La Union and thence to Puerto Nuevo on beautiful Lake Ranco, dotted with islands. From Llifén (Ranco Lake) a picturesque watering place on its shores, visits can be paid to lakes Maihue and Verde. Another road runs from Valdivia alongside the river to Los Lagos (38 miles), and on to the beautiful Riñihue Lake. Yet another road runs northward from Valdivia into an area from which excursions can be made to Lakes Panguipulli, Calafquen, Neltume and Lacar; this road goes through to San Martín de los Andes, in Argentina.

Hotels :—Gran Hotel Schuster, calle Maipo, (80 beds); Hotel Palace, Plaza de la República (50 beds); Hotel Schild (30 beds); De France, calle Independencia (30 beds); Haussmann, calle Picarte (45 beds); Central, calle Caupolicán (40 beds) and other smaller ones. A new five-story Hotel with two hundred beds is being built, which will be ready in September, 1951.

Shipping :—The City is accessible to craft of up to 2,000 tons, and is served by river steamers and tugs. Chilean steamers sail frequently for Valparaíso and Punta Arenas and other coastal ports, and Buenos Aires up to Brasil. The P.S.N.C.'s vessels call at Corral when there is sufficient cargo, and load and discharge with lighters.

Rail :—Daily at 10.30 to Santiago, thrice a week to Puerto Montt. Twice a week the "Flecha" leaves Valdivia at 10.30 a.m., and arrives at Santiago the same day at 24 hrs.

Cables :—West Coast of America Telegraph Co. Agent: H. Allen, Calle Arauco 393.

Villarica, 60 miles from Temuco and 650 feet above sea-level, is reached by motor, or by a branch line from Loncoche, on the mainline. It is visited for its fly fishing, the beauties of its lake (21 miles long), and snow-capped volcano. A steamer and motor launches ply upon the lake and the fishing is without equal.

Hotels :—Central; Gran Hotel Union; Yachting Club.

Vicuña, 50 miles west of Coquimbo on the railway to Ríbadavia, 2,000 ft. above sea-level, with mines, vineyards and orchards in the area, has a population of 10,027. It is the centre of a district producing pisco and dried fruit, particularly descaroizados. The town is picturesque and within easy reach of the thermal springs of El Toro and Pangué. Trains run to Coquimbo four times a week.

Zapallar, on the coast and five hours by train from Valparaíso or Santiago, can be reached also by motor-car (two hours from Valparaíso), over good roads through impressive scenery. The bathing is excellent, both here and at Papudo. The resort is fashionable.

Hotels :—Gran Hotel (Tel. Zapallar), 200 beds; Papudo Hotel (Tel. Catapilco 5), 180 beds; Palace; Savoy (49 rooms).

EXCURSION FROM VALPARAISO.

The **Juan Fernandez Islands** are some 400 miles west of Valparaíso.

Fernandez discovered the group of three islands in 1574. One of them was the home of Alexander Selkirk, 1704-09, whose cave upon the beach of Más a Tierra island is shown to visitors. Defoe based his romance upon his adventures. The main island has 300 inhabitants, living in log huts, and gaining their living by lobster fishing. It has a church, schools, post office, and wireless station. The little town of San Juan Bautista furnishes lobsters to the mainland. The climate is mild, the vegetation rich, and there is an abundance of wild goats.

The anvil-shaped peak, El Yunque, forms a landmark, and upon this mount Selkirk lit his signal fires. A tablet was set in the rock at Selkirk's look-out by British naval officers in 1858. It commemorates Selkirk's solitary stay on the island for 4 years and 4 months. The climb to this point is rewarded by a memorable view.

Santa Clara, an islet, is near the main island. The third of the group, Más Afuera, about 90 miles seaward, has peaks 5,000 feet high. Más Afuera has been used at times as a penal colony for political prisoners deported from the mainland.

PHYSICAL FEATURES.

Chile has been the recognised name of the country throughout known history. Situated between the Andes and the Pacific, Chile has an area of 285,100 square miles, and is bounded north by Peru, east by Bolivia and Argentina, and south and west by the Pacific. The coast line is 2,800 miles and the average width of the country about 110 miles.

Chile occupies a long thin strip of territory extending from the tropics to the far south, on the Pacific coast of South America, the side furthest removed from Europe. It is shut off from Argentina, Brazil and the Atlantic by a tremendous wall of rock, ice and snow, the Andes, one of the greatest mountain systems of the world. There are 19 peaks over 20,000 ft. high. This volcanic system culminates in the mighty Aconcagua, 23,380 ft., and actually in Argentina.

Running parallel with the Andes, from Arica to the island of Chiloé, is the Coast Range, or Cordillera de la Costa. Transverse ranges impede transport north of Santiago, but south of the capital, for 550 miles, stretches a great longitudinal valley to Puerto Montt.

Owing to the geographical peculiarities of the country, Chile has every variety of soil and climate.

The North, from Arica to Copiapó, is a sandy desert, utterly rainless, a land of merciless sunshine and forbidding mountains devoid of vegetation. Living conditions in the mining towns and ports are artificial. Most of the necessities of existence must be imported from the South or from abroad. To-day many settlements have been abandoned. The towns bear an air of tragedy and decay. But a determined struggle is in progress and the work goes on. The desert conceals vast mineral wealth and promises better days.

Travelling southwards the next district reached may be described as semi-desert. From Copiapó to Illapel there is a limited rainfall in the winter months. With the help of irrigation some agriculture is possible. The soil is fertile, especially in the valleys. Farming

and mining are carried on side by side, but great tracts of land are devoid of vegetation most of the year.

The central zone, the heart of Chile, comes next and includes the nation's only cities and towns of considerable population, Santiago, Valparaíso and Concepción. Here there is abundant rainfall (snow on the mountains) in winter, but the summers are perfectly dry. The valleys are very fertile and intensively cultivated. Irrigation is used to a maximum extent. Great farms and vineyards cover the country and here is found the best of Chilean life and character. The scenery is magnificent and rich in colour. The cities, notably Santiago, the capital, are modern and imposing. Factories have sprung up in many places.

The fourth zone from Concepción to Puerto Montt makes another contrast—green fields, rivers, lakes and forests. The traveller from Europe feels at home here. Farming is prosperous—livestock, wheat, barley, oats, flax, maize, honey, and this is the timber land. Game abounds and the trout fishing is perhaps the best in the world.

Further south is the fifth and last zone, a sparsely populated stretch of wild forests and mountains, glaciers, fjords and islands. Rainfall is superabundant and the climate is cold and stormy. The scenery is often reminiscent of Scotland and Norway. Much of the territory is virgin forest and still uncharted, but there are extensive sheep farms near Aysen and Punta Arenas. At the extreme tip of South America is the almost antarctic island of Tierra del Fuego. This also is a land of sheep and farming.

The coast has a remarkably large number of **islands** and islets. Three separate groups are known as the Chiloe, Guaytecas, and Chonos archipelagos. The Diego Ramirez group is 63 miles west of Cape Horn. The greater part of Tierra del Fuego belongs to Chile.

The principal **rivers** have their sources in the Andes, flow west to the Pacific, and have only short navigable channels. The rivers of the desert region, of which the longest is the Loa (275 miles), are lost in the sand before reaching the coast. The agricultural provinces are well watered by the Bio-Bio (237 miles), Maipo, Itata, Aconcagua, Mapocho and other streams. The southern areas of Chiloe and Magallanes have the Pudeto, Palena, Yelcho, and others. The waterfalls and rivers give unlimited hydraulic power, which is now being actively developed at several points.

Most of the **lakes** are in the south. The largest is Lake Llanquihue (200 square miles), and most of them drain westwards towards the Pacific through short and partially navigable rivers. In the far south occur the big fresh-water Laguna Blanca and the salt lakes, Otway Water and Skyring Water.

The **snowline** diminishes in height southwards. At Antofagasta it begins at 16,500 ft.; at Aconcagua at 14,000; at Curicó at 11,000; at Bio-Bio at 6,500; at Llanquihue at 5,000; and in Magellan Territory at 3,300 ft.

Slight **earthquakes** occur frequently. Instruments record an average of two a day, with an average of two destructive shocks per annum.

Climate :—The Humbolt Current sweeping all along the coast, combined with the prevailing winds, is responsible for the small

difference in mean temperature between north and south. Everywhere the nights are cool to cold, and so are the days south of Valdivia. In the northern pampas alone are the days hot.

The seasons are—Spring—September 21 to December 21. Summer—December 21 to March 21. Autumn—March 21 to June 21. Winter—June 21 to September 21.

POPULATION.

The Census of 1940 gave the population as 5,023,539, estimated 5,366,189 at Dec., 1950. The mass of the people are mestizos of mixed Spanish and Indian race. In the middle class foreign blood predominates. The upper class is of Spanish descent, with infusions of British, Irish, and other European races. The number of British residents is about 5,400. The birth rate is 33 per thousand and the death rate 18.1.

The existing divisions and population are :—

PROVINCES.

Aconcagua ..	116,682	Linares ..	135,333
Antofagasta ..	106,585	Llanquihue ..	118,660
Arauco ..	65,504	Magallanes ..	51,887
Atacama ..	80,858	Matleco ..	148,381
Aysen ..	23,430	Maule ..	63,519
Bio-Bio ..	123,395	Nuble ..	218,490
Cautin ..	297,284	O'Higgins ..	212,492
Chilo ..	94,187	Santiago ..	1,933,445
Colchagua ..	134,913	Talca ..	169,792
Copiapó ..	150,122	Tarapaca ..	110,879
Cochimbo ..	249,375	Valdivia ..	214,151
Curico ..	90,547	Valparaiso ..	528,226
Osnorio ..	108,002		

GOVERNMENT.

PRESIDENT—Don Gabriel González Videla.

MINISTRY.

Interior	Alfonso Quintana Burgos
Foreign Affairs ..	Eduardo Ibarrazaaval Concha
Finance ..	German Pico Cañas
Economy and Commerce ..	Jose Luis Infante
Education ..	Bernardo Leighton
Labour ..	Alejandro Serani
Land ..	Ignacio Palma Vicuña
National Defence ..	Gen. Guillermo Barrios Tirado.
Justice ..	Humberto Parada
Health ..	Jorge Mardóñez Restat
Agriculture ..	Fernando Moller
Public Works ..	Ernesto Merino Segura

Constitution : The Chilean Constitution, as drawn up in 1833, was a compromise between the British and American models. After the Civil War of 1891 changes were instituted on the lines of the British Parliament. In 1923 and 1925 further changes were made. Women were given the right to vote in 1949.

Executive authority rests with the President, who is elected for six years by direct vote at the polls. Civil and military appointments and the conduct of foreign relations are in the hands of the President, and Cabinet Ministers hold office at his will.

The Chamber of Deputies initiates all legislation, and the function of the Senate is revisionary. Plebiscites of the people are to be taken only when there is a clash between Congress and the President

upon questions of Constitutional reforms.

Education is formally recognised as one of the most important cares of the State, and the liberty of the Press and inviolability of the home are provided for. Church and State are separate, though the Catholic Church owns general allegiance.

NATURAL RESOURCES.

The chief **agricultural** zone extends from a little north of Valparaiso to Valdivia in the south. Agriculture is the principal industry, and the country is self-supporting in respect of legumes, but large quantities of wheat, sugar and beef are imported. This productive land normally imports some 70 per cent. of its food. Production is still carried on by largely primitive methods, extensive rather than intensive. There are probably 95 million acres of arable land, of which about 3,192,000 acres only are sown. About 509,000 hectares of grass land are under alfalfa and clover, and some 90,000 acres are planted with fruit trees.

The following table shows the area under wheat, barley and oats for five successive years, and the harvest in metric quintals :—

Year.	Wheat.		Barley.		Oats.	
	Hectares.	Metric Quintals.	Hectares.	Metric Quintals.	Hectares.	Metric Quintals.
1947-48..	818,667	10,712,162	66,890	1,110,610	92,612	722,280
1948-49..	867,232	11,134,841	66,150	937,845	99,820	852,346
1949-50..	833,239	8,308,624	45,444	800,935	93,719	444,043
1950-51..	805,003	9,726,309	50,743	903,516	101,365	875,126

Wheat production, which is falling, has now to be implemented by large imports (2,380,000 quintals in 1951).

In addition, some 5,710 hectares are sown to rye, yielding 55,859 m. quintals; 400 hectares to canary seed; 46,115 hectares to maize; and 3,163 hectares to hemp, yielding a fibre crop, 1949-50, of 3,416 m. tons. The flax fibre crop, 1949-50, was 392 m. tons, with 38,349 quintals of seed. Rice is sown on 26,810 hectares. The crop in 1950-51 was estimated at 40,000 m. tons. Maize production was 955,964 quintals in 1950-51.

Exports, 1950 (in m. tons): oats, 3,203; barley, 1,621; hemp fibre, 1,940; rice, 11,494.

Oilseeds: Sunflower, sown on 25,852 hectares, yielded 43,476 m. tons in 1948-1949. Production of flaxseed is about 4,282 m. tons; of hemp seed, 5,726 m. tons. About 30,605 m. tons of edible vegetable oil was produced in 1950-51.

Fruit farming has been developed mostly in the region extending about 200 miles north and south of Valparaiso, and near Valdivia in the south. Fresh, dried, canned and preserved fruits are exported. Peaches (25,000 metric tons), pears, plums (4,200 metric tons), apricots, melons and water melons of delicate flavour are the typical produce of the central region. "Honey Dew" melons were introduced a few years ago. They are now exported in considerable quantities to the U.S.A., where they find a ready market, for they arrive during the northern winter. Apples (13,000 metric tons),

form the most important crop in the south, where also soft fruits—strawberries, raspberries, loganberries and currants—flourish. Tropical fruits like the chirimoya and alligator pear are grown on a certain scale in the northern part. Chilean walnuts are favoured abroad. About 3,000 tons a year are produced, mostly in Aconcagua. Almonds (200,000 kg.), olives, cherries (550 metric tons), oranges (2,550 metric tons), lemons (11,000 metric tons), and damsons (373 metric tons), are all cultivated.

Dried fruits of excellent quality are prepared in the Coquimbo and Santiago districts. Chilean production of dried and stoned peaches, raisins, prunes, apricots, pears and apples, cherries, and figs is some 4,000 m. tons. About half is exported.

EXPORT OF FRUIT.

	1947.	1948. (In metric tons).	1949.	1950.
Fresh peaches ..	682	435	621	929
Apples ..	5,159	2,336	6,942	7,776
Melons ..	2,863	1,858	1,488	2,293
Dried peaches ..	205	181	38	53
Walnuts ..	1,515	1,515	1,219	1,689
Pears ..	414	171	117	750
Canned fruit ..	47	185	183	468
Prunes, dried ..	652	3,122	2,609	2,457

Grapes are grown in large part for the wine industry, which is of increasing importance. The grapes are reputed the best in South America. There are 104,028 hectares of vineyards, which yield on the average 555,000 metric tons of grapes. Export of table grapes : 1949—2,294 m. tons ; 1950—2,313 m. tons.

Particular attention has been directed by the Government to the development of the rapidly growing wine industry. A ministerial decree has made provision for a series of fiscal warehouses in the chief wine-growing districts. Large terminal wine depots have been established at Valparaíso, San Antonio, Constitución, and Talcahuano. About 86,535 hectares owned by 35,000 people, are devoted to the wine grape. The best wines come from the provinces of Santiago and Aconcagua, where types similar to the French and Rhine wines are produced, while in the north, especially in the Huasco district, a sweet wine, not unlike sherry, is produced. Production of wine and "Chichas," was 360.27 million litres in 1950. Exports : 1949—16,363,000 litres, value 11,301,000 pesos ; 1950—6,720,000 litres, value 7,409,000 pesos.

Vegetables :—Lentil cultivation is profitable and markets have been established in the United States and in Europe, where the large size, good flavour and tenderness of the cooked article have earned special favour. Beans are exported on a large scale to the United States and many varieties are grown. The onions are large like the Spanish variety. The area sown, in hectares, and the crop garnered, in quintals, are as follows :—

	10 Year Average		1950-51	
	Area	Crop	Area	Crop
Kidney Beans	83,344	709,707	67,313	634,954
Lentils	20,931	141,356	22,977	140,935
Chickpeas	9,317	42,938	6,871	41,759
Green Peas	22,623	169,792	19,296	140,285
Potatoes	53,266	5,068,195	51,414	4,041,467

Exports, in metric tons :—

	1948.	1949.	1950.
Beans	36,086	34,593	41,852
Peas	13,905	5,360	3,544
Chick Peas	1,587	2,595	1,327
Lentils	23,905	14,018	3,612
Onions	11,481	7,347	20,291
Garlic	4,906	4,164	4,273
Canned vegetables ..	107	82	48

Cane **sugar** is planted experimentally at Coquimbo, and sugar beet in the Valdivia and Chiloé regions. Sugar is imported largely from Peru.

Cotton is now produced in the Lluta Valley, inland from Arica. Production is about 460 bales of 480 lb.

Tobacco is grown chiefly in the Aconcagua valley and the central region. The area under cultivation is 2,470 hectares. Production in 1949-50 was 7,522 m. tons., or almost enough for local needs.

The export of **honey** in 1949 amounted to 1,136 m. tons, and of beeswax to 121 m. tons. 1950 : honey, 1,647 metric tons : beeswax, 269 m. tons.

Eggs are exported in small quantities.

Chile exports **quillay**, or soap bark, to the U.S.A., Great Britain and Germany, but in lessening quantities, for heavy cutting of the tree is exhausting reserves. Production is now about 2,000 m. tons a year. Exports were 1,348 m. tons in 1950.

Livestock : In 1950 there were 2,331,083 head of cattle. The latest available statistics show 5,750,000 sheep, 810,000 goats, 327,553 pigs, and 411,461 horses. Forty per cent. of the sheep are farmed in the Magellan territory, the source of large exports of mutton, wool, and sheep-skins. Cattle are killed (about 239,800) for home consumption.

Irrigation :—Estate owners have carried out private works to irrigate about 3 million acres, and the area is being increased to 4 million acres by works in which the Government is sharing the cost with landowners. An important scheme, known as the Laja Canal, has been completed in Bio-Bio Province, and a large reservoir near Ovalle irrigates some 40,000 hectares.

Colonization :—Germans, Russians, Poles, Spaniards and Jews have been settled in the country of recent years, and a limited number of immigrants have been admitted since the war.

Fisheries :—Fish of excellent quality and over 200 varieties abound within 30 miles of the long sea coast, giving an opportunity for a much enlarged fishing industry. The species include haddock, soles, conger, and fish unknown to northern waters, as well as anchovies, oysters, and lobsters. Most of the excellent oysters come from the Bay of Ancud and the Gulf of Quetalmahue. Production of canned fish in 1950 was 35,453 m. tons.

The total catch of edible fish and shellfish is 86,724 metric tons. Some fish is exported. There are 23 fish canneries. About 12,000 persons are employed by the industry. Seals and otters are taken in Magellan territory to a total of 1—2,000 head per annum.

The Chilean whaling industry is at present being carried on from the base at Corral, in the south of Chile, and less actively at Talca-

huano, at Quintay, south of Valparaíso, and at Magallanes. The whole of the baleen and sperm oil produced is consumed locally.

Timber :—The southern zone is forest-covered from latitudes 37° to 44°, within an area of 16 million hectares, equivalent to 22 per cent. of the whole country. Over half of this is State property. Timber is grown outside these limits, but not in such quality or quantity.

Some of the principal trees found in Chile are Eucalyptus, Alerce (larch), Araucanian Pine, Cypress, AlgarroBILLA (*prosopis dulcis*), Lignum Vitae, Caper-bush, Quillay, Thornbush, Boldo, Canelo (*drymis winteri*), Poplar, Rauli (Chilean mahogany) and oak.

There are 600 saw mills. Lumber production in 1949-50 was 22,206,000 inches, the lowest for seven years. The bulk of the work is based on the Roble, Rauli, Laurel, Coigue, and Pino.

In 1950, exports were : Rauli, 1,558,000 inches ; timber of various classes 3,938,000 inches.

Export value of timber, 1949—28,000,000 pesos ; 1950—41,200,000 pesos.

MINERAL WEALTH.

The chief mining country in South America, Chile produces some two-thirds by value of the whole continental output of minerals and metals. Minerals were 82.2 per cent. of the total exports in 1950.

The **nitrate** of sodium deposits are still the most prolific source of mineral wealth. The deposits, however, no longer command a monopoly of the market, for fixed nitrogen synthetic processes of manufacture carried on in Europe and the United States supply a large part of the demand. In 1913 Chile supplied 90 per cent. of the total volume of nitrogenous fertilizers to the whole world, but this proportion has now shrunk to 9 per cent. Twenty nitrate plants are operating.

Nitrate is chiefly found in the desert tracts of Tarapacá and Antofagasta, ceded to Chile after her victory over Peru and Bolivia in 1883. It is to the almost rainless character of these lands that the existence of the great beds of caliche is due. The nitrate zone has a coast line of about 450 miles.

The Tarapacá nitrate field, the first to be exploited, is served by the port of Iquique. The Tocopilla deposits are near the port of that name. The Aguas Blancas field lies south-east of Antofagasta, and there are large workings between Antofagasta and Mejillones, and others at Taltal.

During the last 15 years great changes have taken place in all phases of the nitrate industry. Formerly Chilean nitrate was produced in about 100 "oficinas," turning out from 12,000 to 120,000 tons per annum. Ore treated could not contain less than 15 per cent. nitrate for profitable work, and recoveries were from 55 per cent. to 75 per cent. The ore was quarried by hand and only the best and selected pieces were sent to the recovery plant.

During late years two new oficinas have been built—"Maria Elena," 75 kms. from the port of Tocopilla, and "Pedro de Valdivia," about 30 kms. south of "Maria Elena" and 100 kms. from Tocopilla. These have an annual production capacity of 600,000 tons and

750,000 tons respectively, and they operate on entirely new principles. Ore of from 7 per cent. to 8 per cent. nitrate content is treated profitably, and recoveries are approximately 85 per cent. Mining is entirely by mechanical shovel. Both the oficinas use the Guggenheim process, in which the ore is crushed fine and leached with tepid solutions which are then artificially cooled to recover the nitrate. The new process produces its nitrate in a granulated small pellet form, readily adapted for use in the farmers' drilling machines.

Apart from these two "oficinas" all nitrate is still produced in the old way, using the Shanks process of treatment. Nowadays most of the nitrate produced is shipped in bulk instead of, as formerly, in bags. It is discharged from the railway into lighters alongside the wharf and thence to vessels in the bay.

Since the reorganization of the industry in 1934 the "Nitrate and Iodine Sales Corporation" has a monopoly of all nitrate sales. The Corporation pays to the Government 25 per cent. of its profits as the State's share in the scheme. Producers receive their shares of the remaining 75 per cent. in proportion to production. The industry is faced with quota arrangements established by various consuming countries to foster their own synthetic nitrogen industries.

The consumption of nitrate in Chile is about 18,000 tons a year. Production, 1950—1,614,146 m. tons. Exports: 1949—1,547,671 m. tons, value 310,900,000 pesos; 1950—1,668,336 m. tons, value 342,700,000 pesos.

About 69 per cent. of the world's **iodine** is produced in Chile. This element is a by-product of the nitrate trade, and its recovery from the caliche is governed by market considerations. Production, 1950—542.9 m. tons. Exports, 1949—494 m. tons, value 6,965,000 pesos; 1950—769.5 m. tons, value 10,800,000 pesos.

Nitrate and iodine account for 25.6 per cent. by value of the total exports.

Copper has been worked in the mountains of northern Chile for over three centuries and with the introduction of large-scale methods has become the second mineral industry of the country, even as Chile has become the second copper-mining country of the world. Here, as in Peru and Bolivia, small proportions of gold and silver are found in association with the ore. The mineral is shipped in the raw state, as concentrates, bars and ingots, and from two works in the refined electrolytic form. Copper is an important export from such nitrate ports as Antofagasta, Tocopilla and San Antonio, and accounts for 50 per cent. of the total value of Chilean exports.

The three American-owned companies, the Andes Copper Company, the Chile Exploration Company, and the Braden Copper Company, share 95 per cent. of the output. The first two belong to the Anaconda group and the third to the Guggenheim interests. Production of bar copper, 1948—424,883 m. tons; 1949—350,737 m. tons; 1950—345,460 m. tons.

Export of copper bars: 1949—353,791 m. tons, value 753,600,000 pesos; 1950—321,796 m. tons, value 686,100,000 pesos. Copper ores, concentrates, etc., 1949—20,358 fine tons; 1950—17,297 m. tons.

Iron:—The main iron deposits occur just north of Coquimbo, and of these the chief is at Tofo. It is rented to the Bethlehem

Steel Co., U.S.A., on a royalty basis and considerable shipments are made each year to the U.S.A. The ore is very pure and free from sulphur and phosphorus ; 60 per cent. is given as the average content. There are also magnetite deposits at Potrero de Punucapa near Corral which give iron content varying between 48 per cent. and 19 per cent. These, however, are at a distance from any means of communication and were, up to recently, being worked on an open cut and with very primitive methods. Production, 1950—2,953,233 m. tons fine. Exports of iron ore ; 1949—2,675,288 m. tons, value 33,500,000 pesos ; 1950—2,595,895 m. tons, value 32,500,000 pesos.

Steel Plant :—The Bethlehem Chile Iron Mines Company—a subsidiary of the Bethlehem Steel Corporation—has contracted to supply iron-ore at cost over the next twenty years to the Cia. de Acero del Pacifico, which operates the new Chilean national steel plant at Huachipato, near Concepción. The plant started operating in August, 1950. In its first year it turned out 129,000 m. tons of steel ingots, 203,000 m. tons of pig iron, 45,000 m. tons of rolled bars, and 43,000 m. tons of rolled sheets.

The terms of the new contract allow the Bethlehem Chile Iron Mines Company to open up a new mine at El Romeral ; the Company will also construct a railway and provide port facilities at Guayacan, on the coast very near Coquimbo. It is hoped that production of ore at the new mine will commence in 1952 and will amount annually to 1,000,000 tons, of which the Chilean steel plant will absorb a minimum of 350,000 tons.

Chile is one of the few South American sources of **Coal**, and the supplies of 2 million tons per annum are obtained predominantly from the surroundings of Concepción and notably from Lota, Coronel, Lebu, Penco, Curanilahue, Collico, and Talcahuano, where the mines have the advantage of sea and railway transport. The principal, or Cousiño, mines near Lota are highly equipped and have a daily output of 2,000 tons. There are workings also near Valdivia and at Loreto, Magellan Territory. Total output was 2,180,923 m. tons in 1950. Export, 1950—81,814 m. tons. Import, 78,154 m. tons.

Chilean coal is soft, but of good quality, and has a high content of volatile gases ; it is thought that sooner or later it will be turned to good account by a low temperature distillation process.

Silver is mined at Serena and Taltal, but production has steadily decreased, and one of the most important silver producing countries during the past century finds its silver industry dwindling to practically nothing. The greater part is now derived from other minerals in the process of refining. Production was 24,873 kilos in 1949, and 23,227 kilos in 1950.

The depreciation in the value of the currency has given a great impetus to the **gold** mining and washing industry, which had previously been gradually declining. Gold production was 5,572,000 grammes of fine gold in 1949 (4,199,000 from mines and placers, 735,000 from concentrates and precipitates, and 638,000 from copper bars). In 1950 it was 6,434,000 (4,693,000 from mines and placers, 1,089,000 from concentrates and precipitates, and 652,000 from

copper bars).

Manganese is worked 50 miles from Coquimbo. Export of ore was 10,300 m. tons in 1949 and 19,236 m. tons in 1950. The lead deposit at Lago, Buenos Aires, is yielding about 1,000 tons a month of 60 per cent. ore.

Molybdenum occurs near Valparaiso and at Vallenar, Santiago, and Coquimbo. The main deposits are at Campanani, near Arcaí.

Other minerals found in Chile include lead, aluminium, plumbago, manganese, bismuth, cobalt, saltpetre, potassic salts, mercury, lime, apatite, mica, zinc, kieselguhr, clay and borax, of which there are known deposits of two million tons.

Sulphur of high grade is worked at Coquimbo, Atacama, Antofagasta, and Arica, and is exported to the neighbouring Republics. The northern deposits are the more important, and seven of the principal properties in Tarapacá and Antofagasta provinces are credited with an aggregate reserve of 5½ million tons. Sulphur refineries have been set up at Ollague and Arica. Refined sulphur production in 1950 was 15,395 m. tons.

Deposits of **common salt** near Iquique are on a sufficient scale to supply the world, but export markets are lacking. The salt is carried by aerial ropeway to the coast at Playa Blanca, in Tarapacá Province. The output of natural sodium sulphate is about 47,300 m. tons a year.

INDUSTRIAL DEVELOPMENT.

The general index of manufacturing industries (1936-38=100) stood at 164.2 in June, 1950, and 314.5 in April, 1951. The inclusion of steel and iron production accounts in part for this great rise.

The factory output in Chile has increased enormously during the past ten years. Progress is to a great extent due to the readily available supply of motive power for machinery, especially electric energy. No fewer than 3,000 factories use electricity in the region of which Santiago and Valparaiso are the chief centres.

Another important factor is the part played by the Corporación de Fomento de la Producción, a semi-fiscal development corporation which establishes new industries and helps small mines and factories to increase production. It is financed from taxation, and invests from 600 to 700 million pesos annually in productive enterprises.

The protective policy of the Government, although without direct advantage to the primary industries of mining and agriculture, has made secondary and other industries remunerative. The more important of them employ Chilean products as raw material, and enjoy in that way an advantage which is to some extent offset by high wages and low output. An important part of the wool clip is converted locally into woollen and worsted cloth at ten mills. There are 40 cotton mills with 5,000 looms and 174,000 spindles (producing 39.6 million metres of cloth), 220 knitting mills, and about 46 silk and rayon mills. Chief products of the 372 textile factories are woollen cloth, jute sacks, grey, bleached and dyed cotton cloth, and rayon fabric. There are two viscose-cellulose factories; production in 1950—2,600 m. tons of filament yarns.

The tanneries supply the numerous boot factories, which turn out 5 million pairs of shoes a year. Furniture making and woodworking are important industries. About 66,000 metric tons of wood pulp and paper are produced from Chilean lumber by 13 mills. The cement output is nearly 498,850 tons annually. Explosives are manufactured on a large scale at Calama for the service of the mining industry. The chemical industry now turns out raw materials as well as such finished goods as drugs, pharmaceutical products, cosmetics and toilet preparations.

Brewing for home and export is an important business. Sugar-refining, glass-making, soap, hat, and tobacco manufacturing are all considerable businesses. Railway trucks are now built on a large scale for the national railways. Iron and steel products, mineral waters, wines, and spirits are all produced locally, and the paper, cloth, wool, cardboard sheeting and box making industries are prospering. A factory has been erected at Santiago for the manufacture of all classes of sacks from national products, such as hemp and flax. At Valdivia there is a national iron smelting establishment. There are 579 flour mills grinding wheat. Ninety per cent. of the pottery consumed in Chile is produced by the *Fábrica Nacional de Loza*. Production of tyres and tubes meets 70 per cent. of the country's needs.

The manufacture of turpentine has been successfully started. Production is about 285,000 litres, with 738,000 litres of resin. The production of industrial alcohol is about 3,959,000 litres; of other alcohol, 3,139,500 litres.

There are 5,585 manufacturing establishments throughout the Republic, with a capital of 1,466,587,000 pesos, employing 296,200 people (204,856 men, and 91,344 women).

Electricity :—The electric services of the country are under the direct control of a State department which is dependent on the Ministry of the Interior. There are 198 companies in the country, distributed among 238 cities. Potential water power is about 3,600,000 horse power; actual capacity is only 322,000 horse power. Over 1,282 million k.w. hs. were produced in 1949.

Social Insurance :—The Chilean national system of compulsory social insurance covers practically the entire working population, and is administered by a number of governmental agencies under the general supervision of the Ministry of Health, Social Insurance, and Social Assistance. Sickness, invalidity, old-age, and maternity insurance, is compulsory for all manual workers, the programme being financed by payroll contributions by employers, workers, and the Government, payable to the Workers Obligatory Insurance Fund (*Caja de Seguro Obrero Obligatorio*). Compulsory social insurance for salaried employees differs from that for manual workers and is administered under different laws. In addition to sickness, invalidity, and old-age insurance, salaried employees are entitled to other benefits, including unemployment insurance and family allowances. These benefits are financed by payroll contributions paid by employers and employees. The Social Insurance Fund for Private Employees (*Caja de Prevision de Empleados Particulares*) administers the programme for employees of commercial, industrial,

agricultural and mining companies. Other salaried employees are covered by other specialized social insurance funds.

Foreign Capital :—According to the *South American Journal*, £45,277,707 of British capital invested in Chile was quoted upon the London Stock Exchange in 1949. Average interest paid was 2.1 per cent. No interest was paid on £9,905,344. £20,144,683 is invested in Government Bonds, £16,280,263 in Railways, and £8,852,761 miscellaneous, mostly nitrate. About £27,000,000 of invested capital is not quoted on the London Exchange.

United States capital has been invested upon an especially large scale in Chile.

Year.	Exports.	Imports.
	Pesos.	Pesos.
1950	1,374,700,000	1,200,400,000
1949	1,437,400,000	1,474,900,000
1948	1,596,072,000	1,300,683,000
1947	1,351,758,000	1,287,677,000

Pesos 6d. The proceeds of the two main exports, copper and nitrate of soda, do not become available to pay for imports; the above figures do not therefore give a true picture of Chile's balance of trade.

The U.S.A. supplied 47.8 per cent. of imports in 1950, and took 52.2 per cent. of the exports. The respective U.K. figures were 11.5 and 5.0.

NATIONAL DEBT.

At December 31, 1951 :—

External Debt	.. ..	£20,407,154 ; U.S. \$112,297,000 ; and 89,425,900 Swiss francs.
Internal „	.. ..	2,573,218,116 pesos.

INFORMATION FOR VISITORS

Seasons :—Winter in Europe is summer in Chile. The best time for a visit is between October and April when fine weather is almost assured.

Passport :—All applications for visas are submitted to Chile, and visas are granted only after authority has been received from Chile. Passengers are required to call in person at the Chilean Consulate for the visa to their passports. The passenger must produce : (a) three photographs ; (b) a written recommendation from a bank or a responsible firm ; (c) certificates of vaccination and of good health, that is, of freedom from chronic, contagious, or incurable disease, dated within the previous five years. All persons are prohibited from entering or leaving Chile without presenting a certificate of vaccination against smallpox, proving vaccination 15 days before leaving or entering. Forms supplied by the Consulate have to be filled in triplicate. These call for the names and addresses of two persons in Chile known to the applicant.

A visa is not required for a stay up to three months by U.S. tourists. An extension of this period may be granted on application.

Duty upon Baggage :—Ship captains are bound, under Chilean law, to require from passengers a written declaration specifying all

articles included in their luggage which are not covered by the definition "baggage" (*equipaje*) of the Chilean Customs Tariff, and which are consequently not entitled as such to duty-free admission.

Immigration :—A limited number of immigrants has been accepted since the end of the war.

Clothing :—Warm sunny days and cool nights are usual during most of the year except in the south, where the climate resembles that of Scotland. Travellers should bring clothing as worn at home in spring and summer, including an overcoat. No tropical kit is required, but palmbeach or tropical worsted suits are useful in January and February, especially if any time is spent in the parched desert towns of Antofagasta, Iquique and others in the north, or inland in the mining districts. Warmer clothing is necessary at sundown. The Northern desert zone is rainless, but sea fogs are frequent. Puntas Arenas in the extreme south is scourged by bitter winds. This free customs zone is prosperous and worth a visit, but is more accessible from Argentina.

CURRENCY AND MEASURES.

The currency was re-established upon a gold basis on January 11, 1926, with the **pesos** (=6d.) as the unit. The law providing for changes in the coinage of the country became effective in November, 1928. Currency in circulation consists of paper issued by the Banco Central in notes of the value of 1,000, 500, 100, 50, 10, and 5 pesos; copper, 1 peso, 20 centavos. The abbreviation m/c (*moneda corriente*) usually follows the amount.

The gold peso of sixpence gold exists only for statistical and Customs purposes. To convert gold pesos to sterling for statistical purposes, the factor of 19.55 gold pesos to the £1 should be used. For Customs purposes, 1 gold peso equals 6.40 paper pesos.

Under the exchange control system imports are divided into four categories, each with its separate exchange rate. The free market rate is about 93 pesos to the dollar.

The **metric** system is obligatory, all other measures being excluded by law. Local use is made of the Spanish quintal, which equals 46.09 kilos, or 101.443 lb.

Living Conditions and Cost :—There is an adequate, if seasonal supply of all the usual fruits and vegetables. Milk, in pasteurised, evaporated, or dried form is obtainable. Chilean tinned food is dear. Food prices are nearly four times what they were in 1940. All imported goods and drinks are dear. Chilean grown food lacks calcium, but this can be corrected by taking calcium pills.

In 1951 furnished rooms were let in Santiago at from 400 to 1,500 pesos (the latter with a bath) per month. An unfurnished flat cost from 1,500 to 15,000 pesos a month, according to position—the average was from 2,000 to 5,000 pesos. "Chalets" and bungalows ranged from 2,700 pesos for a single storey to 11,000 pesos a month for two storeys. Hotel charges for a room and four meals were from 400 to 550 pesos a day. Both rents and hotel charges are somewhat less in the smaller cities.

There is electricity in all the large towns and most parts of the country. Gas for water heating and cooking is available at Antofagasta, Santiago, Valparaiso, and Concepción. Water rates are

about 50 a month in winter, and 260 in summer. The monthly rental for a telephone is 105 pesos. Wood and coal are used widely for heating and cooking, but coke is most used for heating. The coke bill comes to about 1,000 pesos a month.

Import duties on furniture are prohibitive. Ready-made furniture can be bought in Chile at a high price. The visitor should take what clothes he needs for a stay, for local clothing is very dear and often not of the best quality.

The average wages paid in Santiago to cooks run from 900 to 1,500 pesos a month, plus meals, room, uniforms, and a social security payment of 7 per cent. of the wage. The servant should contribute 2, and the employer 5 per cent., but in practice the employer pays it all. Maids get from 500 to 700 a month, plus security benefits. Gardeners, window cleaners and polishers are on a day basis. They get from 80 to 100 pesos a day, and generally meals as well. A Chilean servant cannot be discharged, except for serious delinquency, without 15 days' notice or payment in lieu. They get a fortnight's holiday with pay during the year. They are paid somewhat less in other cities.

The cost of living is still rising. Taking the index for March, 1928, as 100, the indices stood as follows in July, 1951: Food—1,460.1; rents—570.5; heating and light—913.8; clothing—2,365.0. The general index stood at 1,306.1.

Business Hours :—The hours of business are generally longer in Chile than in the United Kingdom, the average hours being 9 a.m. to 7 p.m. There is, however, a two hours' interval at luncheon time and most business houses and banks observe this from 12.30 p.m. to 2.30 p.m. In Government offices the interval is generally from noon to 2 p.m. For practical purposes it may be said, therefore, that business is suspended from noon until 2.30 p.m.

Guidance for Commercial Travellers.

British commercial visitors to Chile must register in the first town called at if they intend to remain 10 days or more in the country. In the larger cities, registration is made at the "Oficina de Identificación." Travellers, however, should not do business direct but should arrange for orders to be placed through a local agent, as substantial fees have to be paid for licenses when there is no local representation. Such licenses are required for each separate department visited and are obtainable from the municipality of the principal towns. The scale of fees is as follows :—

In towns of more than 40,000 inhabitants,	\$3,000
In towns of more than 20,000 but less than 40,000,	\$2,000.
In towns of more than 10,000 but less than 20,000,	\$700.
In towns of less than 10,000,	\$600.

These amounts apply to businesses classified by the authorities as first category. There are certain deductions for lower categories. The details are, however, unimportant, as the fees and formalities can be avoided by working through a representative in the country. The tax is payable half yearly, but travellers who remain six months or less pay one-half of the fees stated.

There are no special restrictions on travellers' samples, except that they must be declared truly on entry.

On leaving the country the traveller *must* present his passport for an extra visé.

POSTS AND TELEGRAPHS.

Inland letters within the Department, 60 centavos per 20 grammes ; outside the Department, 60 centavos per 20 grammes ; inland book post, 50 centavos per 50 grammes ; sample post, 50 centavos per 50 grammes. Chilean newspapers posted by their publishers—free.

Postage from Chile to other countries in S. America, Central and N. America, except Canada, Guayanas, and European West Indies, 60 centavos ; by air, additional postage ranging from 4.80 to 2.00 per 5 grammes, according to the country (Pan American Union). To rest of the world, 2.80 centavos, or by air \$12.50 extra for every 5 grammes ; *via* B.O.A.C., \$7.50 per 5 grammes.

Outward **mails** to Europe etc., are dispatched : (i) *via* the Andes and Buenos Aires ; (ii) by Pacific Steam Navigation Company, *via* Panamá, at intervals ; and (iii) *via* United States. Correspondence for Punta Arenas from U.K., unless specially addressed, is dispatched *via* Buenos Aires.

Postage from U.K. to Chile, 4d. first ounce, 2½d. each ounce after. Air mail from the United Kingdom, see page 28.

The West Coast of America Telegraph Co., Ltd., has branches at all important ports and at Santiago. Communication is provided with all parts of the world ; also by All America Cables & Radio, Inc., from stations at Antofagasta, Arica, Iquique, Los Andes, Santiago, Tocopilla and Valparaíso, and by Transradio Chilena, with offices at Santiago and Valparaíso.

Ordinary **telegrams** (Spanish), 1.20 pesos per word ; urgent telegrams (Spanish), at triple rates. Telegrams in code or foreign languages are charged double rates.

The telephones are in the hands of private companies, but the State runs the telegraphs. There are radio-telephone and radio-telegraph services to most parts of the world. A commercial radio service operates between Santiago and Punta Arenas.

There is a chain of **wireless** stations at Arica, Antofagasta, Coquimbo, Valparaíso, Talcahuano, Punta Arenas, and Juan Fernandez. The numerous other subsidiary stations are in intermittent work. There are international radio stations at Quilicura and Cisterna, operated direct from the Transradio Company's Santiago office.

Broadcasting is carried on by numerous stations which accept advertising matter. The "Union de Recreo" station at Vina del Mar (C.B. 84) gives a British hour on Wednesdays, 7-8 p.m.

THE PRESS.

SANTIAGO daily papers :—"La Nacion," "El Mercurio," "El Diario Ilustrado," "La Ultimas Noticias," "El Imparcial," The "Diario Oficial" is the official gazette.

VALPARAISO daily papers :—"El Mercurio," "La Union," "La Estrella," weekly : "The South Pacific Mail" (English language) : monthly : "Camino y Turismo" (official organ, Association de Automovilistas).

PUBLIC HOLIDAYS.

Jan. 1 :	New Year's Day.	Aug. 15 :	Assumption.
April 11 :	Good Friday.	Sept. 18 :	} National Holidays
April 12 :	Saturday of Easter Week.	Sept. 19 :	
May 1 :	Labour Day.	Oct. 12 :	(Sun.) Discovery of America
May 21 :	Navy Day.	Nov. 1 :	All Saints' Day.
May 22 :	Ascension Day.	Dec. 8 :	The Immaculate Conception
June 12 :	Corpus Christi.	Dec. 25 :	Christmas Day.
June 29 (Sun.) :	St. Peter and St. Paul.		

Local Dishes :—The common denominator of all menus in Peru and Chile is *cazucla de ave*—a luscious concoction en casserole containing large pieces of chicken, whole potatoes, whole ears of corn, rice, onions, and green peppers. Other popular Chilean dishes are *pancho villa*, which is also a casserole dish composed of beans, corn, and poached eggs cooked in beef juice flavoured with garlic; *empanadas de horno*, which are turnovers with a filling made of raisins, stuffed olives, and meat and onions and peppers chopped up together; *papas rellenas*: mashed potato patties hollowed out and filled with chopped meat or cheese, and onions—dipped in beaten egg and fried.

Alligator pears, or paltas, are excellent, and play an important role in recipes. They are usually served in salads—one general favourite is alligator pear stuffed with shrimp served with mayonnaise dressing, or simply sprinkled with lemon juice. Another delicious salad is *ensalada de bacalao*, made of flakes of cold boiled codfish topped with a layer of raw onions, topped in turn with slices of cold boiled potatoes with a dressing of vinegar and oil, ringed around with slices of alligator pear. A highly favoured version of banana is *platano en dulce*—bananas sprinkled with cracked meal, cinnamon and powdered sugar placed in a pan greased with melted butter and baked slowly in the oven.

Internal Communications :—The roadways extend some 27,000 miles (16,467 of unimproved earth) and are especially good in the central valley from Santiago to Temuco, where they serve in conjunction with the Longitudinal Railway. The road and bridge system is being extended southwards from Arica *via* Santiago to Puerto Montt (2,000 miles), and in the nitrate zone, which is now quite well served.

Railways :—The length of the Chilean railway system is 5,434 miles, of which 3,859 are owned by the State. The geographic formation of the country, great length combined with lack of breadth, has made possible the building of a longitudinal railway which, stretching from Atacama to Chiloé, crosses the nitrate zone, the central valley and the southern zone of the country. Minor lines take off from this main longitudinal line to serve mining, agricultural and cattle-raising districts.

Chile claims to have had the first railway in South America (1851), and she was the first country to electrify a section of her railways—from Santiago, the capital, to Valparaiso, the principal port.

The railways employ some 17,000 employees and labourers. They own modern and well-equipped workshops capable of handling all repairs and even of building a certain amount of rolling stock.

The State Railways have been giving special attention to tourist traffic, and they offer special reduced rates on trips to the South to the beautiful Lake District. It is possible to make sailing trips thence through the marvellous canals of the southern archipelago.

The State Railways are also adding motor transport to their service, to serve various regions. They now run a steamer service from Valparaiso to Aysen and Magallanes, a zone which offers ample ground for the development of tourist traffic.

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* * *

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* * *

Request details and information from the Tourist Offices or from the Tourist and Publicity section of the Chilean State Railways, Casilla 124, Santiago de Chile.

FERROCARRILES DEL ESTADO - CHILE
CHILEAN STATE RAILWAYS

At Arica, the Pacific port terminal of the Arica-La Paz International Railway, a Pacific port outlet is provided for the neighbouring Republic of Bolivia. Another international railway connects the northern part of Chile with Bolivia, and the Antofagasta-Salta Railway, completed early in 1948, provides a direct railway line between Antofagasta, Chile, and Buenos Aires, Argentina.

The Curacautin-Lonquimay extension, which leaves the southern section of the State Railways at the town of Puca, has been completed to the town of Curacautin, 65 miles from the frontier. This branch will connect with an Argentine railway extending west from Bahía Blanca (Argentina), now almost completed.

RAIL ROUTES IN CHILE.

Valparaiso—Santiago :—Trains start in Valparaiso from the Puerto Station and arrive in Santiago at the Mapocho Station. The journey is 3 hours by express trains. The line is electrified.

Santiago—Buenos Aires :—The journey across the continent from Santiago to Buenos Aires takes 44 hours; or in the contrary direction 36 hours. Details are given under "The Transandine Journey", see "Argentina."

Santiago—Talcahuano :—Trains leave daily, morning and night, in each direction, doing the journey in 14 hours. Leaving the Alameda Station in Santiago stops are made at the following junctions :—Rancagua, San Fernando, Curico, Molina, Talca, San Javier, Linares, Parral, San Carlos, Chillán, Bulnes, San Rosendo, and Concepción.

Santiago—Iquique :—A fairly comfortable train service with restaurant and sleeping cars connects Santiago, Valparaiso, and Iquique. Departures on Friday from Iquique southbound and on Wednesdays from Valparaiso and Santiago northbound. The journey lasts three days. Early applications for places on the trains should be made to the Compañía Transportes Unidos, Calle Agustinas 1139, Santiago, or Prat 719, Valparaiso.

Nitrate Railways : Iquique—Pisagua :—Trains run in both directions twice a month, doing the journey in about 8 hours.

Arica—La Paz :—The Ferro-carril de Arica a La Paz, a State Railway in two sections respectively owned by the Chilean and Bolivian Governments, connects the port of Arica with Bolivia, the frontier station being Charaña; for details see page 193.

Antofagasta—Buenos Aires :—Trains leave Antofagasta on Mondays and run *via* Uyuni, La Quiaca and Tucumán, reaching Buenos Aires on Saturdays (5 days). Sleeping and dining cars.

Kilmts.

0	Antofagasta, dept.	9.00 (Chilean time)	..	..	..	Monday
239	Calama	15.40 (Chilean time)	..	..	..	Monday
442	Ollague	22.01 (Bolivian time)	..	..	..	Monday
617	Uyuni	2.08 (Bolivian time)	..	..	..	Wednesday
707	Atocha	9.00 (Bolivian time)	..	..	..	Thursday
905	La Quiaca	10.00 (Argentine time)	..	..	..	Friday
1544	Tucumán	6.20 (Argentine time)	..	..	..	Friday
2700	Buenos Aires					
	Retiro	arr. 12.30 (Argentine time)	..	..	..	Saturday

Opposite direction :—

Buenos Aires, dept.	17.00 (Argentine time)	..	..	Tuesday
Tucumán	23.15 (Argentine time)	..	..	Wednesday
La Quaila	22.45 (Bolivian time)	..	..	Thursday
Atocha	21.40 (Bolivian time)	..	..	Friday
Uyuni	5.52 (Bolivian time)	..	..	Saturday
Calama	15.32 (Chilean time)	..	..	Saturday
Antofagasta, arr.	20.43 (Chilean time)	..	..	Saturday

Antofagasta—La Paz :—For a descriptive account of the route see under "Information for Visitors," Bolivia.

THE CHILEAN LAKES.

In the south of Chile, between parallel 39° and 42°, there extends from the Cordillera de los Andes one of the most picturesque lake regions on the earth. There are more than 12 great lakes of varying dimensions and multiple aspects, some esconced in the Cordilleran slopes, others situated in the Central Valley southwards from Temuco to Puerto Montt. All differ in the colour of their water, some crystalline and others changing from a deep blue to an emerald green. The snow-covered Andes form a majestic background to a region of virgin forest and ever green vegetation, of imposing waterfalls and large rivers. Of the many visitors, quite a few are anglers, revelling in the abundance of fish, the equable climate, and the absence of troublesome insects.

There follows a suggested tour from Santiago to San Carlos de Bariloche and Buenos Aires, crossing Lakes Llanquihue, Todos los Santos, and Nahuel Huapi. It takes five days to do the journey from Santiago to Buenos Aires by train, 'bus, and boat. The route is open all the year round, but is at its very best from December to March.

During the season, from December to March, the "Flecha del Sur" runs daily on the 600 mile journey from Santiago to Puerto Varas, by daylight. During the other months of the year, the service is twice weekly. Extra fares are payable on this train. By normal trains, travelling day and night, the journey takes about 20 hours. The trip can, however, be made at ordinary fares and entirely by daylight. The train leaves Santiago, 8.15 a.m. on one of three days in the week. It arrives the same day at Concepción, where the night is spent. Next day the route is continued *via* San Rosendo to Valdivia, where another night is spent. Osorno is reached in 4 hours next day. After another overnight stop and Puerto Varas, on Lake Llanquihue, is reached in little over two hours.

Taking the more usual through 20-hour journey, the train leaves **Santiago** at 5.45 p.m. on the State Railway. The country becomes more attractive. There are rolling hills, and occasionally there is a glimpse of the sea to the right and snow peaks over to the left. **Osorno** is reached next afternoon and the night is spent there. Next morning, at 9 a.m., we leave in a small 'bus and travel for three hours over a worn, rough gravel road to **Encuadada** and lunch. The slightly uncomfortable ride is compensated by the scenery, very like that of the blue grass region of Kentucky. The rolling woodland meadows and pastures are delightful. Crops of maize, wheat, oats and potatoes are raised, but the farm implements are often crude. The road is filled with two-ox carts and horse-drawn waggons. We see loose cattle herded by cowboys on fine horses. Just before midday the 'bus crosses a bridge and down below is the first lake. The driver stops for five minutes so that passengers can enjoy the view. It is very beautiful. Green corn and yellow wheat

fields slope down to the water's edge ; a great green forest rises on the far side of the purple lake. Away to the left is a snow clad mountain. The whole scene is shot through with the most vivid colours. Past the tip of the lake and over another ridge is Ensenada.

Alternatively, the night can be spent at **Puerto Varas** instead of **Osorno**, making the journey next morning to **Ensenada** across Llanquique by launch or by road. Arrive 11.30 a.m. Luncheon is served at the hotel and immediately after the luncheon there is a 'bus ride of 45 minutes to **Petrohue**, 18 kilometres away. The ss. "Esmeralda," a small steamer, crosses Lake Todos Los Santos in two hours, arriving about 7 p.m. at **Peulla**, where the night is spent in a comfortable hotel. Motor launches are available at **Peulla** for excursions over the lake, and several day excursions can be arranged from this centre, e.g. to **Cavauue** and **Rio Blanco**.

In the morning **Peulla** is left by 'bus for a run of 18 kilometres to **Casa Pangue**, where Chilean customs are cleared. Then the climb is begun over a low pass in the Andes, with snow peaks left and right. The road is fairly steep, winding and narrow, among big trees and heavy vegetation. The Argentine line is crossed on a height, but the customs are at the foot, on the edge of **Lake Frias**, at **Puerto Frias**. From here the **Lago Frias** is crossed in 20 minutes to **Puerto Alegre**. A short 'bus ride takes us to **Puerto Blest** for lunch. **Puerto Blest**—a small hotel and a dock—is on the edge of **Lake Nahuel Huapi**.

A small lake boat takes us across the **Bahía López**, and another hour's car ride takes us to **San Carlos de Bariloche** for the night. **Bariloche**, the rail-head for Buenos Aires, is a dusty town of some 15,000 inhabitants on the shores of the lake. (Hotels : **Llaó-Llaó**, **Suizo**, **Parque**, **Italia**.)

Bariloche is left by train at 10 p.m. next day. The line runs east for eleven hours through flat, barren, waste country. In summer the dust and heat are great. A transfer is made at **Patagones** to a more comfortable Pullman train, but there is still a great deal of dust. We arrive at **Buenos Aires** at 2 p.m. on the second day, after a forty hour train ride.

Many round tour trips from **Santiago** to the **South Chilean Lake District** are available. The following are some examples :—

Santiago, Valdivia, Puerto Varas, Petrohue, Puerto Montt, Santiago. Round trip, 7 days, one person \$7.308 Ch/Cy. ; two persons \$13.592.

Santiago, Puerto Varas, Petrohue, Peulla, Osorno, Santiago. Round trip, 7 days, one person \$8.407 Ch/Cy. ; two persons \$16.040 Ch/Cy.

Santiago, Osorno, Puyehue, Puerto Varas, Peulla, Puerto Varas, Santiago. Round trip, 10 days, one person \$12.156 Ch/Cy. ; two persons \$23.366 Ch/Cy.

Santiago, Lanco, Piriheico, Osorno, Ensenada, Petrohue, Peulla, Puerto Blest, Petrohue, Puerto Varas, Santiago. Round trip, 11 days, one person \$11.833 Ch/Cy. ; two persons \$22.880 Ch/Cy.

Santiago, Concepcion, Temuco, Valdivia, Osorno, Ensenada, Petrohue, Puerto Varas, Santiago. Round trip, 11 days, one person \$10.916 Ch/Cy. ; two persons \$20.752 Ch/Cy.

Santiago, Pucon, Puerto Varas, Peulla, Osorno, Termas Puyehue, Osorno, Santiago. Round trip, 13 days, one person \$16.138 Ch/Cy. ; two persons \$29.390 Ch/Cy.

Santiago, Pucon, Piriheico, Osorno, Peulla, Puerto Varas, Santiago. Round trip, 15 days, one person \$15.751 Ch/Cy. ; two persons \$32.142 Ch/Cy.

Santiago, Buenos Aires via Chilean and Argentine lakes, one person \$7.147 Ch/Cy. ; two persons \$13.379 Ch/Cy.

For those interested in fishing the following excursion to the Chilean and Argentine rivers and lakes can be arranged : **Los Lagos, Melihue, Rio San Pedro, Purey, Pucon, Rio Trancura.** Round trip, 11 days, one person \$14.372 Ch/Cy. ; two persons \$26.066 Ch/Cy.

The above fares include first class transportation, sleeping car and Restaurant car where necessary, first class hotels and meals, baggage transportation, tips and taxes. The prices quoted are subject to change without notice.

Passages by the Express Service need to be booked several days in advance. Tourist Agents : **Exprinter, Puerto Varas, Casilla Correo No. 1609** (Telegrams "Exprinter," **Puerto Varas**) ; **Cia. Expreso Villalonga, Valparaiso, Calle Prat 745, Santiago, Agustinas 1054, Rio de Janeiro, Savi, 141 Avda Rio Branco, and Buenos Aires, Calle Peru, 22** ; "Exprinter," **Calle Agustinas 1074, Santiago, and at Calle Prat 895** (corner of **Cochrane**), **Valparaiso** ; offices also at **Buenos Aires, Montevideo, Rio de Janeiro and São Paulo** ; Wagons-

Lits Cooks, Calle Agustinas 1058, Santiago; Cia Transportes Unidos, Calle Agustinas 1139, Santiago; Cia Chilena Viajes y Turismo Ltd. (CIVIT)—Calle Moneda 930, Santiago, and at Esmeralda 1031, Valparaiso; "Viajes Litvak," Calle Bandera 191, Santiago; Turavion Shipping Express, Bandera 169, Santiago, and Valparaiso, Prat 819. The fare for the journey from Puerto Varas to the Argentine rail head or terminus at San Carlos, Bariloche, is \$900 Chilean single fare, hotels and meals included.

Other excursions can be arranged from Puerto Varas, including one by steamer to Puerto Octay. There are three train departures weekly from Puerto Varas for Temuco, and return to Santiago may be made *via* that town, Talca, and Constitución.

CHILEAN PATAGONIA.

The Magellan Territory, together with various archipelagos, forms the most southerly part of the South American continent. The Territorio de Magallanes comprises 260,000 square kilometres or 66,192 square miles. The island of Tierra del Fuego alone has an area of 48,000 square kilometres, 28,000 of which belong to Chile, and the remainder to Argentina, the dividing line being a perpendicular north and south between longitudes 68° and 69°. The territory stretches from the Taitao Peninsula at 47° south latitude, and includes all the archipelagos which follow to the south down to Cape Horn (Cabos de Hornos) at 56° south latitude, together with the western portion of Tierra del Fuego. A new administrative area known as the Aysen territory has been formed, comprising 60,000 square miles, from the River Yelcho in the north to beyond Mount Humboldt in the south.

Over 10,000,000 acres from 52° south latitude to about 47° south latitude are unexplored. The territory is very sparsely inhabited, the total population being 60,000, of which about 40,000 are at or near Punta Arenas. About one-third of the population is foreign, chiefly Yugoslav, Spanish and British. The native Indians are dwindling rapidly.

PHYSICAL FEATURES.

The topography of the Chilean Patagonia is varied. The land is undulating, hilly, mountainous, wooded and well watered by lakes and swamps, whereas Argentine Patagonia is a flat table-land, bare of trees, but well watered in parts.

The islands are little known and uninhabited except by a few Indians, mountainous, with dense woods intersected by grassy tracks:

The island of Tierra del Fuego has tracts of flat grass land covering an area of millions of acres. Forest country backed by mountains rises to a height of over 8,000 feet. The total pastoral area of Magallanes and Chilean Tierra del Fuego is reckoned at 6 million hectares. Some 2 millions are private property, but the State still retains 4 million hectares which are leased or rented. They can now only be obtained after a public auction.

The temperature and **climate** vary considerably, and the port of Punta Arenas is probably the most favoured spot. Whilst the

low-lying districts near the coast do not get much snow, farther inland and on the high ground snow lies for many months of the year and very low temperatures are experienced. In Tierra del Fuego, during the summer months, the average temperature varies between 58° F. and 45° F., and in winter from 35° F. and 46° F. The mean temperatures according to observations taken over a period of thirty years are : Summer average, 51° F. ; winter average, 35° F.

The summer months are December, January and February, when rains are frequent, although a spell of several weeks of dry weather is not uncommon during this season. For three months of the year snow covers the country, except those parts near the sea. The country is then more or less impassable, except on horseback, owing to snow and swollen torrents.

Strong, cold, piercing winds blow throughout the year and particularly during the spring, when they reach a velocity of 70 to 80 kilometres per hour. The dry winds dry the ground in an astonishing manner, but they prevent the growth of crops, which can only be cultivated in sheltered spots.

Towns :—The only town of size is Punta Arenas, but Puerto Natales has a population of about 6,000. A road runs from Punta Arenas to Puerto Natales *via* Morro Chico (150 miles, takes 6 hours), and another to Rio Gallegos in Argentina. There are no railways.

In Chilean Tierra del Fuego the only town is Porvenir, with a district population of some 2,000 largely from Yugoslavia.

The chief **ports** are :—Punta Arenas, Puerto Natales, Puerto Porvenir, Tierra del Fuego ; Puerto Harris, Dawson Island ; and Puerto Bories, Puerto Rio Seco, Puerto San Gregorio, Puerto Sara.

THE BRITISH COLONY.

Over one-fifth of the developed land in the Territory belongs to British subjects. At least half the senior staff of the commercial and industrial concerns, as well as a quarter of the working shepherds, are British. Ninety per cent. of the large sheep farms are managed by British subjects, chiefly Scotch. One Chilean sheep farming company, British managed throughout, employs over 2,000 men, of whom about 500 are British, working in varying capacities from general manager down to shepherds.

NATURAL RESOURCES.

Magallanes Territory takes 4 per cent. of all Chilean imports and supplies 7 per cent. of all exports. The only **industry** of importance is sheep breeding and its by-products : wool, frozen meat, canned meat, fat, and sheepskins.

The standard type of **sheep** bred in Magellan Territory, Tierra del Fuego, and Southern Patagonia is the Romney Marsh cross Merino, but the "Corriedale" has been extensively imported. The number of sheep in the region is estimated at 2,640,000, out of 6,300,000 sheep in all Chile. More than half of these are owned by a firm operating in Tierra del Fuego. In 1950 the total frigorifico kill was 529,260 ; in 1951 it was 301,000. About 1,281 m. tons of frozen meat were exported to Great Britain, in 1950, and 748 m.

tons in 1951. The rest is shipped to Central Chile. Tallow (about 4,000 tons a year) is an important by-product.

The export of wool in 1950 for all Chile was 8,282 m. tons, value 41,700,000 pesos; 1949 5,854 m. tons, value 37,400,000 pesos. About 75 per cent. of this was sent from the Territory. Wool clip in all Chile is about 23,000 m. tons, of which the Territory supplies more than half.

There are five large frigorificos: Rio Seco, Puerto Sara, Puerto Bories, Puerto Natales, and Tres Puentes; and seven *graserias*, or boiling down plants. About 13,000 of the sheep treated in 1951 were from Argentina.

Export of sheepskins amounted to 1,783 m. tons in 1949, and 1,629 m. tons in 1950. A small business is done in sealskins.

The 1939 census gave the number of cattle in the territory as 18,567, with 14,947 horses.

Poultry farming is carried on, and one farm yields 600,000 eggs and 20,000 chickens a year.

The total production of **timber** is between twenty and thirty million square feet. The export to the Argentine, in normal times, is about half the production. The most important sawmill is that of the Sociedad Ganadera Gente Grande, on Dawson Island.

Coal, or **lignite**, is worked at the Loreto mine, close to Punta Arenas, by the S.A. Menendez-Belhety; the Cia. Carbonifera de Magallanes have a mine west of Loreto; the Cia. Carbonifera Eleno de Rio Verde, and the Socd. Carbonifer "Josefina" work coal upon

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Riesco Island, and there is a 'Three Brothers' mine on Skyring Water, owned by V. and A. Kusanovic, of Punta Arenas.

Oil has been discovered in the Magallanes region at Manantiales. Of 22 wells sunk, 14 are oil producers and 8 are gas or distillate wells. An eight inch pipe-line has been laid to Clarence (45 miles,) the sea terminal. Production in 1950 was 686,000 barrels. Export, 1950—470,000 barrels, all to Uruguay.

The reserves at San Sebastian, 50 miles to the south-east, are said to be even greater than those at Manantiales.

CHILEAN EMBASSY IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London (Audley House, North Audley Street, W.1)	Ambassador Extraordinary and Plenipotentiary	Don Manuel Bianchi.
	Minister Counsellor	Fernando Illanes.
	Commercial Counsellor	Pedro Alvarez.
	First Secretary	Salvador Reyes.
	3rd Secretary	Pedro Daza.
	Naval Attaché	Capt. Rafael Calderón.
	Secretary	J. Antonio Gandarillas.
	Civil Attaché	Calixto Rogers.
London (9, North Audley St., W.1)	Consul	Salvador Reyes.
	Hon.-Consul	Santiago Rogers.

BRITISH EMBASSY AND CONSULATES IN CHILE.

(M) denotes that the Consular Officer holds a marriage warrant; (L) that he has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Santiago	Ambassador Extraordinary and Plenipotentiary.	F. C. N. Stirling.	—
	1st Secretary, H. of Chancery & Consul	W. J. M. Paterson.	—
	2nd Secretary (Chancery)	G. Littlejohn-Cook.	—
	1st Secretary (Commercial)	I. C. MacKenzie	—
Santiago	Vice-Consul	L. Borax, M.B.E.	—
Antofagasta	(M) Consul	Thos. Bates, O.B.E.	Provinces of Antofagasta, Tarapacá and Atacama.
Iquique	Pro-Consul	S. E. Sword	} Republic of Chile with the exception of the Province of Tarapacá, Antofagasta, Atacama, Santiago and O'Higgins (excluding Dept. of San Antonio).
Tocopilla	Vice-Consul	G. Wood	
	Vice-Consul	W. E. S. Toker	
Valparaíso	(M) Consul-General	Allen Price	} Republic of Chile with the exception of the Province of Tarapacá, Antofagasta, Atacama, Santiago and O'Higgins (excluding Dept. of San Antonio).
	Vice-Consul	J. T. Hyslop	
Concepción,	(L) Consul	Edward Cooper, C.B.E.	
Coquimbo	Vice-Consul	A. V. Goudie	
Osorno	Vice-Consul	D. Inglis	
Punta Arenas	(L) Consul	T. P. Jones, O.B.E.	} Republic of Chile with the exception of the Province of Tarapacá, Antofagasta, Atacama, Santiago and O'Higgins (excluding Dept. of San Antonio).
Valdivia	Vice-Consul	H. H. Rooke.	



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COLOMBIA

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Air Routes : The quickest way from the United Kingdom is by air, taking the B.O.A.C. planes from London to Jamaica, from which there are daily connections with all the main towns of Colombia. Another route from England is by one of the daily B.O.A.C. planes to New York, and thence by air (Pan-American World Airways or Aerovías Nacionales de Colombia) or by sea (Grace line to Barranquilla, 10 days, and Cartagena 4 days ; West Coast Line *via* Panamá Canal to Buenaventura, 10 days).

Colombia has ports both upon the Atlantic and Pacific coasts but is more usually visited from the north coast through Cartagena or Barranquilla.

Cartagena, the "Ciudad Heróica" of the War of Independence, is one of the most interesting towns in South America. The entrance to the harbour up the narrow, winding channel is a memorable sight. The forts that gave way before the furious onslaught of Drake are so little changed that the visitor easily imagines himself back with the pirates and buccaneers of the Spanish Main. The town was founded by Pedro de Heredia in 1533, and stands on a sandy peninsula at the foot of a hill. The white houses of the city seem to rise out of the sea, like the tourist palaces of Venice. Nature has protected it by reefs and the notorious Salmedina sandbanks.

The houses, generally well and solidly built, have balconies. The lower windows are barred in Spanish fashion, and all have their cool-looking patios. The population is 135,000. It is two and a half hours by car, and 30 minutes by air, from Barranquilla.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), near the town, and the Boca Chica (or Narrow Mouth), some miles farther south. After an attack by Admiral Vernon in 1741 the Spaniards closed the Boca Grande by building an undersea wall, one of the world's marvels. Round this the silting sand has effectively blocked the entrance. The Boca Chica alone is open.

Entering the harbour by this narrow strait, Fort San José is on the right, and on the left the derelict Fort San Fernando on Tierra Bomba Island.



RAILWAYS IN COLOMBIA.

Between Calamar, a port on the Magdalena, and Cartagena an arm of the river is now canalised to allow of the free passage of steamers from up-river ports. A pipeline brings oil from Barranca Bermeja to the docks. Petroleum is shipped from Mamonal, in Cartagena Bay, and from Covenas, 60 miles to the south. Cartagena is the distributing point for this area, and several large importers have their offices and warehouses there.

Docking Facilities :—There are modern wharves for traffic. The docks can receive six ocean steamers and twelve river boats at the same time.

Hotels :—Americano, Hotel del Caribe, Virrey.

Bank :—The Royal Bank of Canada.

Industries :—Footwear, chemicals, toilet preparations, fats, textile knitting and weaving.

Excursions :—By motor car to Manga, Pie de la Popa, Espina and Cabrero.

The following drive can be recommended : To the fortress of San Felipe, and the foot of La Popa Hill, across the bridge to Manga Island, over the Roman Bridge, through Calle Aguada and Calle Larga, and to the market and Independence Square. A visit to the Muralla de las Bovedas, the wall beyond the city, reveals the elaborate nature of the old fortifications. A new motor road makes a visit to the summit of La Popa possible.

At Turbaco (15 miles by road, are a score of miniature volcanoes, each 35 feet high, made of brownish mud, and with a crater on top. There are constant detonations, two a minute, from these geological curiosities.

Buildings of Interest :—Palace of Inquisition ; Cathedral ; San Pedro Clave ; Church ; Santo Domingo Church ; San Felipe de Barajas Fort ; La Popa Castle. The Tombs ; Archbishop's and Government Palaces ; Club de Pesca.

Departure :—For Barranquilla can be made by air, or by road (2½ hours).

All America Cables and Radio, Inc., Plaza de Rafael Nunez 14. Branch Office : Hotel Caribe.

Puerto Colombia, formerly the port for Barranquilla (12 miles), is now an attractive bathing resort. Steamers now discharge directly at the new Port Terminal at Barranquilla so that the pier at Puerto Colombia and the Railway to Barranquilla for the transport of cargoes have been abandoned. There is a road to Barranquilla which is maintained in good condition.

Barranquilla, a busy city of 278,000 inhabitants on the left of the Magdalena River, is 11 miles from the river mouth. It is the chief port of Colombia. It is the principal clearing point for the Magdalena Valley, and through it passes half the foreign commerce of the country. During 4 months the trade winds moderate an otherwise torrid climate. There is a handsome Cathedral, and in front of it a small statue of Simon Bolivar. The market and the wharves are interesting. Barranquilla is connected by road with Puerto Colombia (12 miles), and there is a road to Cartagena, 80 miles (2½ hours).

The mouth of the Magdalena River has been deepened, and Barranquilla is now a seaport as well as a river port. Puerto Colombia is no longer in service as an ocean port.

Main industries : Textile mills, perfumes, soaps, beer, gaseous drinks, ice, oils and greases, hats, shoes, flour mills, vegetable lard, saw mills, dry docks and shipyards for river craft, paints, pharmaceutical products.

Cartagena can be reached by air or road.

The journey by boat and train from Barranquilla to Bogotá takes four to seven days and costs \$60.00. The air mail passenger-carrying service is by fast planes to all important centres in Colombia.

Fares :—Autobuses within the town, 10 cents a journey. Public motor-cars \$1.00 a run within the city, \$3.00 per hour.

Roads :—To Puerto Colombia. To Palmar de Varela, 16 miles. To Sabana-larga, *via* Baranóa, 34 miles. From Baranóa a branch road runs to Usiacuri, well-known for its healing waters and as the resting place of the most popular Colombian poet, Julio Flórez.

Hotels :—Hotel del Prado. Cables : "Prado Hotel" (\$29.00 pesos, single, \$52 pesos, double), has swimming pool ; Astoria, (\$16.00 single, \$30.00 double) ; Luxor ; Royal.

Restaurants :—Chop Suey ; Metropole, Restaurante San Blas, Deportivo.

River Steamers :—Three or four times weekly up the Magdalena River ; express steamers twice a week to Puerto Salgar and La Dorada (560 miles).

British Consulate :—Paseo Bolívar.

U.S.A. Consulate :—Paseo Bolívar.

Banks :—The Royal Bank of Canada ; Bank of London and South America ; National City Bank of New York.

All America Cables and Radio, Inc., Calle Real 26. Branch office : Hotel Prado.

Clubs :—Country (golf and tennis) ; Barranquilla.

Buenaventura, the major port on the Pacific coast of Colombia and one of the busiest ports on the West Coast stands on the island of Cascajal in Buenaventura Bay. It is 348 miles from Panamá by sea, and 440 miles from Bogotá. The main exports are coffee, gold, platinum, sugar and hides, and in seasons of drought on the river Magdalena the port becomes an alternative to Barranquilla and Cartagena. It is the terminus of the Pacific Railway System and there is a road to Cali (90 miles). There is a road all the way to Bogotá (440 miles). Population 50,000. Mean temperature 82° F. There is rain nearly every day (average annual rainfall about 350 inches) and the climate is not too healthy. Port improvements are in progress and the road to Cali is to be paved in certain sectors. The P.S.N. Co., have frequent services to Ecuador, Peru and Chile, and the Chilean, Dutch, French, Flota Mercante Grancolombiana, Grace, Gulf South America, Johnson, Knutsen, Italian, West Coast (Danish) Lines and standard Oil Tankers call frequently.

Hotels :—Estacion (swimming pool), and Grand.

Cables :—All America Cables Inc., Edificio Dixie, Parque Bolívar.

Wireless :—Marconi Co.

American Consular Agency :—Grace Building.

Rail :—To Cali 109 miles, south *via* Cali to Popayan ; north *via* Cali to Armenia, Cartago, Manizales and Medellín. There is no through line to Bogotá. Passengers must go by road from Armenia across the Quindío to Ibagué, whence there is a railway line to the capital.

Bogotá, capital of the Republic, stands on a plateau 8,660 feet above sea-level, with high mountains surrounding it. It lies on sloping land, and is nearly 4 miles long and 3 miles wide. The climate is cool ; average temperature, 57° Fahr. The rains are heavy. Although transport to the coast is difficult the city is commercially important and serves as a distributing point to the great tableland. The population is 700,000. The city was founded in 1538, and is a spirited centre of intellect and culture. The Plaza Bolívar with its statue of the great Liberator forms the centre. The Presidential residence, parks, Congress buildings, Cathedral, University, the National Library, and the new Postal and Telegraph Building are interesting. There are glimpses of Indian life and costume in the public market. For the most part the houses are low, with eaves projecting over the streets, but Bogotá is a city of contrasts. Colonial buildings stand side by side with the most modern architecture, for many attractive office and apartment buildings have been put up in the city. Smartly dressed women

minge on the pavements with simple country folk.

The beautiful chapel of El Sagrario, the Museum of Colonial Art, and San Carlos Palace are the most notable of the many Colonial buildings.

Bogotá has a bull-ring. The bull fighting is on Sunday during the season.

The road between Armenia and Ibagué has reduced the journey from Buenaventura to Bogotá from 9 to 2 days.

From Bogotá many interesting excursions can be made, varying in length from a few hours to as many days. The easiest and shortest is to the summit of Monserrate, the highest of the two peaks rising sharply to the east. The very new church is a popular shrine—the old one was destroyed by earthquake in 1917. It is reached by a funicular railway. The ascent requires some nerve, for the grade is 75 degrees. At the top near the church, is a platform giving a bird's-eye view of the red roofed city and the plains beyond stretching to the mountains in the west. Behind the church are picnic grounds much frequented on Sundays by the populace.

Near the foot of Monserrate is the Quinta de Bolívar. Mementos of the Liberator are preserved in the house and garden.

The Falls of Tequendama (460 feet), well worth seeing, are 20 miles from the city. They are reached by rail or road. Sunday is the best day for a visit. There is a hotel here, built in the Chibcha Indian style. The interesting salt mines at Zipaquirá can be visited on the way to Nemocon, 30 miles from Bogotá. The immense black galleries of salt in the mines, gleaming under the electric light, are most impressive. One may drive through by car.

Another astonishing natural phenomenon is the Bridge of Icononzo, three immense fallen rocks which support each other and form a perfect arch over a deep abyss. It is 65 miles from Bogotá, and is reached by motor-car to Pandi and horse-back for another 5 miles.

Hotels :—Granada ; Gran Hotel, Tequendama ; Claridge ; Residencias Santa Fe ; Astor ; Continental ; Mrs. Gaul's boarding house, Carrera 16, by Calle 23 ; Miss Rose's boarding house.

Restaurants :—Temels Granada Grill, Embajador, Miramar, Taberna Suiza, Cubano, Normande, Metropolitan.

Clubs :—Gun Club, Jockey Club, Anglo-American Club, Country Club (golf, polo, swimming), Magdalena Sports Club (tennis) ; San Andres Golf Club ; Club de Los Lagartos (social) ; Club Gran Colombia (tennis) ; America Sports Club ; Lions' Club.

Industries :—Wool and cotton weaving and spinning, cement and brick making, leather, beer, matches, shoes, glassware, and tyres.

Rail :—To Facatativa, Girardot, Ibagué, Ambalema and La Dorada ; to Tunja (112 miles north) and Sogamoso ; to Chiquinquirá (96 miles north) ; to San Miguel (25 miles south-west) ; to Puerto Salgar ; to Puerto Berrio by Carare Highway.

Roads :—To Villeta ; to Cambao, on the Magdalena ; to Girardot *via* the attractive town of Fusaga sugá and through splendid scenery ; to Cúcuta (and thence to Caracas, Venezuela) ; to Villavicencio, on the eastern plains, a good centre for excursion into the Llanos ; to Ibagué, Cali, Popayan, Pasto, Ipiales, Quito and Cajabamba (Ecuador). A road *via* Cúcuta, Ocapa, and Riohacha to Santa Marta (915 miles), is now completed.

British Embassy :—Calle 87, No. 10-50 (Residence).

British Consulate :—Av. Jimenez de Quesada, 8-56, 6th, 7th, 8th floors.

U.S.A. Embassy :—Calle 12. Edificio José Joaquín Vargas, 9-23.

The British Council, Calle 22 No. 12-49.

Banks :—Bank of London and South America, 13.59, Carrera 8. (Calle de Florian). The Royal Bank of Canada ; National City Bank of New York.

All America Cables and Radio, Inc., Carrera 8, 14-17. Branch offices : Hotel Granada and Hotel Continental.

ROUTE TO BOGOTÁ.

A. By Air.

There is a daily plane passenger service from Barranquilla to Bogotá. Time taken : 2.30 hours.

B. By River, Train and Road.

River travel has improved lately and is fairly cheap. It is now possible to reach Bogotá from Barranquilla for about \$50.

Passengers disembark at the port terminal in Barranquilla, and go up river to Puerto Salgar. Time taken depends upon the class of steamer, but it is usually four days by express steamers, when there are no delays caused by drought. Several companies run steamers from Barranquilla and there are three or four dispatches a week.

Passengers disembarking at Cartagena can travel by the Cartagena (Colombia) Railway to Calamar, and proceed by river to Puerto Berrio, whence Bogotá can be reached by road *via* Barbosa, or road to Barbosa and then by railway ; or by river boat to Puerto Salgar and on to Bogotá by Cundinamarca Railway. But this route is being used less and less : it is so much quicker and more comfortable to go by air.

(1). A popular route from La Dorada to Bogotá is by the Cambao road. The passenger proceeds by road to Cambao, which is on the far side of the River Magdalena. He is taken by car from the station to the riverside, ferried across to Cambao, and then proceeds by road to Bogotá, a climb of several thousand feet over the mountains. The route is then over the plains. Bogotá is reached from La Dorada in 7 hours.

OTHER TOWNS.

Agudás, midway between Manizales and Medellín, and reached by road from either, is the centre of a population of about 30,000. Panamá hats are made, sugar and coffee are grown, and gold and silver are mined.

Arauca, a town of 4,000 inhabitants on the south-eastern frontier, stands on the river Arauca, opposite the Venezuelan town of El Amparo. It has a custom house. There is an air service, twice a month, to Villavicencio, 80 miles from Bogotá.

Armenia, in the heart of the Quindío coffee district, has a population of 96,000. It is the terminus of the Pacific Railway from Buenaventura, and passengers transfer to motor-cars to cross over the Quindío Pass to Ibagué on the way to Bogotá. There is a road through the Cauca Valley, the granary of the Republic, to Cali. Mean temperature, 73°F. Altitude, 5,087 feet.

Hotel 1—Atlántico.

Barranca Bermeja, by the Magdalena River, 15 miles above Puerto Wilches, is a centre for the production and refining of petroleum. A pipe-line conveys the oil to the docks at Cartagena. There is a motor road to Bucaramanga (100 miles).

Hotel 1—Pipaton.

Beltrán, the terminus of navigation on the Upper Magdalena, is connected by rail with Ibagué. From Beltrán passengers to the coast take the Dorada Railway for 70 miles, and from La Dorada take steamer for Barranquilla.

Bucaramanga, capital of the Department of Santander del Sur, stands in the centre of a rich coffee and tobacco growing district, 3,300 feet above the sea. It has cigar and cigarette factories and a population of 100,000. The mean temperature is 70° Fahr.; the rainfall is about 63 inches. Excellent Country Club.

The route from Barranquilla (460 miles), is up the Magdalena to Puerto Wilches, then by railway to Las Bocas; thence by motor road in half an hour. Bucaramanga is on the Simón Bolívar highway, part of which runs from Bogotá to Cúcuta. There are also good roads to the oil wells at Barranca Bermeja, and to Puerto Berrio.

Hotels :—Bucarica; Savoy; El Principe.

Buga, 75 miles north of Palmira and upon the Pacific Railway, an old Colonial city of 50,000 inhabitants, is important in the trade of the Cauca Valley as a centre for cattle and rice. Altitude, 3,280 feet. Mean temperature, 79°F.

Hotel :—Posso.

Calamar, on the Lower Magdalena, at the mouth of the canal from Cartagena (66 miles), is the terminus also of the railway from that port. The town is one of the most important in its district. Population, 21,000.

Cali, the chief commercial town in Western Colombia, is advantageously placed in the Cauca Valley 90 miles east of the port of Buenaventura, and 3,000 feet above sea-level. The mudejar tower of San Francisco Church is said to be unique in South America.

Sugar, coffee, cotton, rice, yucca are produced and livestock are bred in the area, one of the richest agricultural regions in the country. Coal is mined and there are soap, textile, rubber, tanneries, pharmaceuticals, potteries, cement, and paper industries. There is a large number of importing firms here.

The capital of Valle Department, founded 1536, it is a centre both of culture and commerce, with 280,000 inhabitants. The Pacifico Railway connects Calí westwards with Buenaventura, southwards with Popayán (99 miles), northwards with Cartago (108 miles), and thence by Caldas Railway with Manizales. Bogotá can be reached in a day by the motor road between Armenia and Ibagué. A road has been built from Calí to Buenaventura (opened 1946), and roads are open, south to Popayán and Ecuador, and north to Medellín. Mean temperature, 77°F. Good climate.

Hotels :—Aristi; Alferez Real; Menendez.

Clubs :—Club Campestre; Club San Fernando; Club Colombia.

Restaurants :—Aristi Grill.

All America Cables and Radio, Inc., 1-6 Calle 12 (Esquina de Primera Carrera). Branch office : Hotel Aristi.

Bank :—Bank of London and South America.

Cartago, upon the Pacific and Caldas Railway, 108 miles from Calí, stands on a tributary of the Cauca River. Cocoa, coffee, tobacco, and cattle are the produce of the district. The town has 30,000 population. There is a road and railway to Manizales.

Hotels :—Mariscal Robledo; Patria.

Chiquinquirá (8,365 feet), in the Department of Boyaca. Population, 19,300. It stands on the west bank of Suarez River, 20 miles from Tunja, 90 miles from Bogotá. It is reached from Bogotá direct by motor road or by train. It is a large commercial

centre and the headquarters of an important cattle country. The famous "Muza" emerald mines are in the neighbourhood.

Hotels 1—Europa, Jacobar, Colon.

In the shops of Chapinquirá are displayed the toys made by Indians, "pottery horses from Ráquira, some painted in gay colours and others white and porous as they come from the kiln; tops and tectotums of tugu; orange wood balls to catch on a stick; little boxes lined with rabbit fur; the most durable tambourines in the world; shining, brightly coloured gourd; diminutive nine-stringed guitars on which children try the first measures of the *hambuco*; accordion like purses, slung over the shoulder by a strap, half a hand's width but with all the proper fittings and pockets, which delight the children; sets of miniature tagua dishes in which each dish is hardly a quarter of an inch high; sets of chessmen still more tiny, a miracle of skill; red and black wooden dishes and cups, like Ruzaan toys, for doll's houses; little glass boxes in which the image of the Virgin disappears under coloured tin foliage like a humble reproduction of the icons etched by the mupka; small ivory angels with eyes popping out; resources of Job's tears; tiny crosses which, when held to the eye, show the image of the Virgin through an orifice; many scapularies; but, better than anything else, the little horses from Ráquira, in which Indian skill has embodied an ingenious thought in clay."

Ciénaga, in the Department of Magdalena, has a population of 69,900. It lies on the east shore of Ciénaga de Santa Marta, 22 miles from Santa Marta and 56 miles from Barranquilla. Railway from Santa Marta and steamer from Puerto Viejo. Products: Cotton, tobacco, bananas, cocoa. Steamer to Barranquilla.

Cúcuta, capital of the Department of Santander Norte, 10 miles from the Venezuelan frontier, is among the most elegant of Colombian cities. Founded in 1734, and rebuilt after the earthquake of 1875, it is of considerable commercial importance, and has a custom house. The developing Catumbo oil field is near. Population, 85,000. Altitude, 703 feet; average temperature, 81°F. The Simón Bolívar highway leads to Bogotá (607 kilometres). The motor road from Cúcuta to Caracas (Venezuela) is completed and the journey takes about 4 days. The town may be reached by steamer up the Zulia River from Maracaibo (Venezuela) to Encontrados, thence by rail. Coffee grown in the region is exported through Maracaibo.

Hotels 1—Europa, Internacional.

El Banco, on the Magdalena River, 260 miles from Barranquilla, is a port of call for river steamers, and one point of departure by mule for Ocaña. The Cesar River from the Sierra Nevada joins the Magdalena near this point.

Air Services 1—See under Air Section.

Encatativá, 80 miles from Girardot, and 25 from the capital, elevation 8,270 feet, is the connecting point of the Sabana and Girardot Railways. The line from Puerto Salgar to Encatativá is continued to Bogotá. Population, 15,900.

Girardot, on the Upper Magdalena in the Department of Cundinamarca, has a rail connection with Bogotá (172 kms., 5 hours' journey), Ibagué and Neiva. Population, 37,000; altitude, 1,000 feet; a heavy rainfall and warm climate. Coffee and hides are the principal products; large cattle fairs are held in early June and December. Roads are open southwards to Neiva, westwards to Ibagué (37 miles), and another to Bogotá (80 miles), through most attractive scenery. It is worth walking across the fine steel bridge at Girardot to see merchandise being loaded into the stern-wheeler river boats.

Mean temperature 62°F.

Hotels :—San German, Gran, Cecil, Niza, Piscina, Girardot.

Honda, at the junction of the Magdalena and Guali Rivers, lies on the railway between La Dorada (20 miles), and Ibagué (100 miles). The Falls or Rapids near-by separate the Upper and Lower Magdalena. The town is an old Spanish settlement, surrounded by hills and with picturesque narrow streets. Population, 19,200. Mean temperature, 84 F. Road to Bogotá, 219 kms., and to La Dorada.

Hotel :—America.

Ibague, capital of Tolima Department, and west of the Magdalena River, is an old-fashioned and picturesquely situated town of 94,000 inhabitants, 125 miles west of Bogotá. Altitude, 4,100 feet; mean temperature, 71°F. It is served by rail and road from Bogotá, *via* Girardot (38 miles). The gap through the Quindío Pass, 11,000 feet high, is at present traversed by motor transport. There is a road and railway to Ambalema and La Dorada.

Hotel :—Lusitania.

La Dorada, on the Magdalena River, an important place in river transport, is 613 miles from Barranquilla, and 109 from Puerto Berrio by river. A railway, built to avoid the rapids, runs to Ambalema (70 miles) for Beltrán. There is also a road to Bogotá, 251 kms. Steamers from Barranquilla, which take about four days up-river, occupy three days on the down-river journey.

Magangué, on the Magdalena and Cauca River, is a port for the savannahs of Bolívar. Population, 40,800. Products: fruit, coffee, cheese and butter.

Manizales, capital of the Department of Caldas, is important in the coffee trade. It has an altitude of 7,064 feet, an especially equable climate, and a heavy rainfall (140 inches). The population is 121,000. The city is connected by direct train service in 12 hours with Buenaventura (285 miles), by the Caldas Railway to Cartago and thence by the Pacifico line. The passenger route from the Atlantic coast *via* La Dorada and Mariquita is continued from Mariquita by mule, but a road has been built from Honda, on the Magdalena River, across the Cordillera Central to Manizales.

Manizales is the terminus of a number of cable ways; one to the Magdalena river. There are fine churches and a magnificent State House. Agreeable trips can be made through the surrounding coffee plantations and especially to the summit of the Páramo del Ruiz, a short distance away.

Hotels :—Escorial, Europa.

Medellin, capital of the Department of Antioquia, and the second city of the Republic, is reached *via* the Magdalena River and rail from Puerto Berrio (114 miles). The town has a population of 330,000, an altitude of 5,052 feet, and a summer-like climate. The chief industrial mining and coffee centre of the country, it has over 50 factories for silk, cotton, and woollen fabrics, chocolate, mineral waters, cigarettes and cigars, hats, crockery, glassware, matches, aluminium, holloware, paints, zip fasteners, printing, corn mills, thread, rayon, coffee sacks, and hosiery. There are Schools of Mines and Engineering, electric light and power, modern theatres, and golf, tennis, and football grounds. A big hydro-electric plant is

being built. It is the seat of the University of Antioquia. Rail to Cali and Buenaventura.

Medellin is famous for its orchids.

Medellin is connected by motor road with Cali and Buenaventura, with Antioquia (85 km.), Sonson (110 km.), and Puerto Antioquia (270 km.). Rail connection southwards to Jerico near to the Cauca River (70 miles), roads to Marinilla and Rio Negro. The road from Medellin to the sea (Colfo de Uraba) will be finished in 1952-53.

Hotels :—Nutibara, Europa, Vera Cruz.

Clubs :—Union, Campestre, Medellin, and Profesionales.

Anglo-Colombian and Colombo-American Institutes.

All American Cables and Radio, Inc., Edificio Henry, Carrera de Bolivar. Branch office : Hotel Nutibara.

Banks :—The Royal Bank of Canada, Bank of London and South America, Ltd., National City Bank of New York, and various Colombian Banks.

Mompós, an old town in the Department of Bolivar, with a population of 19,656, is reached by river steamer from Cartagena or Barranquilla. Cattle farming and tobacco growing are the industries of its district. The Colegio de Puelles is famous throughout the country as a seat of learning.

Nelva, capital of Huila Department, stands on the right shore of the Magdalena, 75 miles from Girardot and 217 miles from Bogotá. Population, 34,699. It is reached from Girardot by train or automobile. The chief products are cattle and coffee. Industries include Panamá hats. Mean temperature, 82°F.

An excursion by road can be made to San Agustin, the Valley of the Wonders (140 miles), where "a veritable forest of statues, ruins and other antiquities" can be seen.

Hotels :—Imperial, Gran Hotel.

Ocaña, 3,820 feet above sea level, in the Department of Santander del Norte, has a population of 21,209. It is in a coffee and cacao district and is served from Barranquilla. The route from the Magdalena River is by highway from Gamarrá.

Hotels :—Santander, Ocaña.

Palmira, in the Department of Valle, is reached by rail from Buenaventura (144 miles) via Cali. It stands on a plain, the Llanos de Malajana, 3,00 feet above sea level. Good tobacco is grown, also coffee, cacao, rice, sugar and grain. There is an experimental agricultural station. Population, 60,000.

Hotel :—Rio Fuma.

Pamplona, department of Santander del Norte. Population, 24,000; altitude, 7,200 feet. It is 79 miles from Bucaramanga, 200 miles north-east of Bogotá. It is reached from Chicota by rail or road, from Bucaramanga by mule trail, and from Encenitrados (Venezuela), by rail. The principal products are dyewoods, resin, gums, coal, gold, coffee, cacao, and wheat. Industries include distilleries, breweries, and textile plants.

Hotel :—Pension Rinda.

Pasto, capital of the Department of Mariño, stands upon a high plateau (8,400 feet) in the extreme south-west of the country. The population (62,000) is partly Indian. There are gold mines in the neighbourhood. Close by is the extinct volcano, Caleras.

In travelling to Pasto, river steamers can be taken from Tumaco along the coast and up the Patia and Telembi Rivers as far as Barbacoas. The 60-mile road from Barbacoas is completed. A

railway from Tumaco reaches El Diviso ; thence by road to Tuquerres and on to Pasto. A road has been built to Ipiales, on the frontiers of Ecuador, another to Popayán, and another to Puerto Asís, on the Putumayo.

Hotels :—Pacifico, Niza.

Pereira, in Caldas Department, 39 miles by rail from Manizales, 40 from Armenia, is a considerable centre of the coffee and livestock industries. There are motor roads to Cali (130 miles), Manizales, and Armenia. Population, 103,000 ; altitude, 4,840 feet.

Hotels :—Gran Hotel, Savoy.

Popayan, capital of the Department of Cauca, is in the heart of the Colombian Andes, 110 miles from Cali, on a tributary of the River Cauca, and 5,700 feet above sea level. Gold, silver, platinum and copper are found near by. The population is 38,800. The town was founded in 1536. It stands at the foot of the Puracé Volcano, and is an academic and ecclesiastical centre. The city is laid out in regular squares, with buildings of two storeys, in rococo Andalusian style. There are beautiful old monasteries and cloisters of pure Spanish classic architecture, and many of the churches are well worth seeing. The carved pulpit of San Francisco and the jewelled monstrances of that church and of San Agustin are perfect in their way. The Holy Week processions are famous. Popayán is to Colombia what Weimar is to Germany, or Burgos to Spain. It was the home of the poet Guillermo Valencia, and has given seven presidents to the Republic.

The city can be reached *via* the Pacific Railway from Buenaventura (10 hours), or from Bogotá in 60 hours by the Girardot-Tolima and Pacific Railways. A road is open to Pasto. It takes from 10 to 12 hours to cover the distance, for many of the sections permit one-way traffic only. Road open to Cali and Bogotá.

Hotels :—Lindbergh, Europa.

Puerto Berrio, the river port, 500 miles from Barranquilla, serves the rich province of Antioquia and the town of Medellín. The port is reached alternatively by river steamers or hydroplane. Rail or plane is taken for Medellín. The locality is one of lagoons and swamps, but improvements are being made. The Carare Highway runs from Puerto Berrio to Bogotá, *via* Barbosa.

Hotels :—Magdalena, Ayacucho. Caribe.

Puerto Wilches, 390 miles from Barranquilla on the Magdalena River, is the terminus of a railway in course of construction to Bucaramanga. Population, 5,600.

Rio Hacha, a small town, but one of the oldest in the country, is the capital of the Padilla province. It stands on the Atlantic coast near the base of the Goajira peninsula, 100 miles east of Santa Marta. The roadstead is open and shallow, and landing is by canoe from the Santa Marta local steamers. There are pearl fisheries, and the place has close trading relations with Curaçao. Maguey fibre, vegetable ivory, dividivi and rubber are collected. The town has a custom house. Population, 10,000.

Santa Marta, capital of the Department of Magdalena, stands at the mouth of the Manzanara River, 120 miles from Cartagena, and 60 miles from Puerto Colombia. It serves a rich banana district,

and is a centre for the operations of the United Fruit Company. It is connected by local steamer with Barranquilla and by rail with Ciénaga and Fundación. The deep bay gives safe anchorage, and steamers come alongside the wharf. The town has a history of 400 years, and close connections with Bolívar, whose home is open to inspection. Population, 42,100. Hot and trying climate. Average temperature, 86°F.

Hotels :—Park, International, Frances.

Tumaco, 180 miles from Buenaventura, is the second and most southerly Pacific port. The River Patía joins the sea 25 miles northward and steamers from the river bring down produce from Barbacoas and Southern Nariño. Tumaco stands upon an island, and ships anchor in face of the town. It is in steamship connection with Buenaventura and Panamá. The climate is unfavourable, with an average temperature of 81°Fahr. Tagua, cacao, tobacco and vegetables are shipped. Connection with the interior is made by rail to El Diviso, and thence by road to Pasto in the north or Ipiales in the south. Population, 35,324. Note : Almost totally destroyed by fire in 1947.

Tunja, the chief city of the Department of Boyacá, stands at an altitude of 9,337 feet. The climate is cold. Mean temperature, 55°F. It is one of the oldest cities in the New World and has some Spanish buildings of remarkable interest. The population is 25,800. There is a road from Tunja to Puerto Aquileo, opposite Puerto Berrio on the Magdalena River. Tunja is reached by road or railway from Bogotá in 5 hours.

Hotel :—España.

Zipaquira, with 12,200 population, centre of a rich cattle-farming district north of Bogotá, is connected with the capital by the Del Norte Railway and by road. Rock salt is mined on a large scale, but there is said to be enough for the whole world for a hundred years. The Government has erected a Caustic Soda plant. Road to Ubaté.

PHYSICAL FEATURES.

Colombia, in the extreme north of the continent, with land frontiers abutting upon Panamá, Venezuela, Brazil, Peru and Ecuador, has an area estimated at 439,530 square miles. There are coast-lines of 641 miles upon the Caribbean Sea, and 468 miles on the Pacific.

The chief features of the Republic's topography are the three ranges of Cordilleras of the Andes, running roughly parallel north and south, and having a general elevation along the whole length of their crests of from 10,000 to 14,000 feet. Isolated from the coast, and from each other by these vast ranges, lie the chief markets of the Republic. Unfortunately for the development of the country the districts of greatest fertility and commercial importance are the most remote and difficult of access. The largest distributing centre of all, the city of Bogotá, the national capital, situated 8,600 feet above sea level, is 750 miles from the northern ports and 450 miles from Buenaventura. Freight communications with the former, the natural outlets, are conducted by railway as far as Puerto

Salgar, and from there by the Lower Magdalena to Barranquilla. This journey involves one transshipment, and may occupy a week or more, depending upon the condition of a most unreliable and incalculable river.

The Antioquia market is somewhat less remote, particularly since the completion of the tunnel which joins the two sections of the Antioquia Railway, allowing goods to be hauled without transshipment from the Lower Magdalena river port of Puerto Berrio to Medellín, the centre of the market. There is now a direct rail communication with Cali, and so with Buenaventura, and a road links Medellín with the Departments of Caldas and Valle. Medellín imports can now be made *via* Buenaventura. The third market, including the districts of Cali, Manizales and Popayán, enjoys normal transport facilities by way of the Port of Buenaventura and the Pacific and Caldas Railways. The remaining markets, all of secondary importance, notably the Pasto, Bucaramanga and Pamplona markets, are still more remote and difficult of access, except by air.

A large proportion of cargo for Bogotá is now handled *via* Buenaventura. It is transported by rail to Armenia, from Armenia to Ibagué by road, and on by rail to Bogotá. Although more expensive this route saves much time.

The main river is the Magdalena, over 1,000 miles long, navigable for 825, and fed by 500 tributaries. It rolls between the Eastern and Central Cordillera, and 200 miles from the sea is joined by the Cauca from the valley of the Western Cordillera. The Magdalena emerges from the valleys into the broad tropical plain of the northern coast.

Altogether, the rivers, which are the chief means of communication, can be navigated for about 2,500 miles. Many of the river courses are broken by falls, one of which, on a tributary of the Magdalena, ranks with the great waterfalls of the world.

Tequendama Falls, upon the Bogotá or Funza River, are 20 miles from Bogotá and set in an amphitheatre of forest-clad hill sloping to the edge of a rock-walled gorge. Above the escarpment the river contracts to 20 yards or 30 yards in width; the sheer fall is 443 feet.

Every variety of **climate** is to be found, from the tropical conditions of the coast to the temperate and cold climate of the mountains. Climate is entirely a matter of altitude.

The eastern and mountainous parts are the most populated, and here the climate is temperate or cold. The hot regions are the deep valleys of the Patía and Magdalena Rivers, the Pacific coast Intendencia of Chocó and the low lands southward to the frontier of Ecuador. There are no regular seasons common to the whole country. Summer is understood to be the dry season and winter the wet season, and as a rule these alternate about every three months, but in the northern and eastern portion the rains last as long as six months. In the Chocó district on the Pacific it rains in the afternoon and evening all the year round.

This estimate by the Contralcoria General de la Republica for July 5th, 1950, gives the **population** as 11,259,739. Pure Indians from 398 tribes form about 7 per cent. of the population, pure negroes about 5 per cent., and the remainder consists of white 30 per

cent., mixed races 40 per cent., and mulatto, 18 per cent. About 33 per cent., live in the cities.

Departments.	Population, 5/7/1950.	Capital.	Population, 5/7/1950.
Antioquia	1,486,271	Medellín	330,000
Atlántico	406,525	Barranquilla ..	278,000
Bolívar	647,318	Cartagena	135,000
Boyaca	791,301	Tunja	29,690
Caldas	1,100,350	Manizales	130,060
Cauca	454,208	Popayán	38,070
Cundinamarca ..	1,470,521	Bogotá	700,000
Choco	112,423	Quibdó	33,910
Huila	239,839	Neiva	41,270
Magdalena	458,770	Santa Marta ..	47,970
Córdoba	400,000	Pasto	68,490
Montería	—	Cúcuta	85,240
Nariño	563,621	Bucaramanga ..	100,000
Norte Santander ..	433,393	Ibagué	94,000
Santander	756,422	Calí	280,000
Tolima	747,141		
Valle del Cauca ..	1,007,015	Villavicencio ..	64,890
Intendencias :—		San Andrés ..	4,310
Meta	52,234	Leticia	6,480
San Andrés y Providencia	6,598	Arauca	7,360
Comisarias :—		Florencia	67,640
Amazonas	6,483	Uribe	53,990
Arauca	11,277	Mocoa	5,740
Caqueta	21,140	Mitú	7,850
Guajira	53,988	Puerto Carreño ..	9,190
Putumayo	15,858		
Vaupés	7,851		
Vichada	9,192		
Total	11,259,739		

GOVERNMENT.

The **constitution** of 1886 was revised in 1945. The Republic consists of 15 Departments (subdivided into 808 Municipalities), which enjoy partial autonomy and elect their local legislatures. The whole is under the control of a President elected by popular vote for four years; he is supported by Ministers appointed by him. The Parliament consists of a Congress of two Chambers, the Senate and the House of Representatives. The senators (one for every 120,000 inhabitants and one additional for each fraction over 60,000), and the deputies (one for each 50,000) are elected by popular vote. Citizenship now attaches to all Colombians over 21, but women are excluded from the electorate and elective office.

The three Intendencias and six Commissaries are administered directly by two officials appointed by the Executive. The Congress, composed of the two Houses, meets at Bogotá on July 20 for a session of 150 days. The Departmental Governors, the Intendencias and Comisarios are directly appointed by the President.

Liberty of speech and freedom of the Press are absolute. The standard of public honour is fairly high. Social security measures are being planned. Education is free, but not compulsory. A campaign against illiteracy has been started.

The national **religion** is Roman Catholicism. There are four archbishoprics, viz., Bogotá, Cartagena, Medellín, and Popayán.

There is complete freedom for other religious creeds which do not contravene Christian morals or the Law.

PRESIDENT.

Dr. Laureano Gomez (1950).

MINISTRY.

Foreign Affairs

Interior

Gonzalo Restrepo Jaramillo.

Dr. Roberto Urdaneta Arbelaez.

There are 11 other ministries.

NATURAL RESOURCES.

Agricultural Products :—Colombia coffee is mild, resembling the Central American rather than the Brazilian variety, and is grown chiefly by smallholders. The Department of Caldas (Manizales district), has most trees and produces about 30 per cent. of the total. Next in importance are Antioquia (Medellin district), Cundinamarca (Bogotá), Santander del Norte (Cúcuta), Tolima and Santander (Bucaramanga). On a much smaller scale the crop is grown also in the El Valle, Magdalena, Cauca, Nariño and Huila Departments. It is estimated that 879,481 acres of land are given over to coffee, and that the trees in bearing number 631,680,000. Colombia is the second largest producer in the world. About 87 per cent. of the crop goes to the United States, which imposes an import quota. Internal consumption is 500,000 bags. Coffee is 78 per cent. of all exports.

Coffee culture is the main industry and is carried on in "finca," generally 2,000-7,000 feet above the sea. A yield of about 2½ lb. per bush is normal, and the best Medellin coffee, known as "Excelso," commands the highest price in the market. Coffee can be picked almost all the year round, giving the cultivator a more or less constant income. This prevents seasonal booms and slumps, enables the transport services to work evenly, and steadies the price by regulating the advent of coffee in the market. The annual crop is about 6,000,000 bags of 60 kilos each. Internal consumption is 650,000 bags.

The quality is jealously guarded, and importation of seed from other countries is forbidden. High prices are realized in the international market, and the economic prosperity of the country is chiefly dependent upon this crop. Exports : 1949—5,400,653 bags, value U.S. \$242,276,072 ; 1950—4,472,357 bags, value U.S. \$307,351,410.

Banana growing is the chief industry of the Santa Marta district, where the banana zone extends for some 50 miles along a narrow shelf of lowlying land on the west side of the Sierra Nevadas from the town of Ciénaga to the end of the railway at Fundación. The United Fruit Company owns about one-fifth of the banana estates, and the rest are in private hands. 81 per cent. of the exports are to the U.S. Exports from the Port of Santa Marta : 1950—6,437,834 stems, value, \$18,679,253 ; 1949—5,800,000 stems, value, \$16,000,000.

Tobacco, cultivated for local use in most parts of the country, is produced for export chiefly in the El Carmen district of Bolívar, in Santander, near Bucaramanga, and in Tolima, near Ambalema. A large part of the surplus goes to the United States. The climate

is especially favourable, and with care high-class leaf can be grown. Production is about 20,000 metric tons. There is an annual export of some 3,300 m. tons of leaf.

Cotton is grown upon a small scale in most parts of the country, but on a commercial scale only in the Departments of Tolima, Atlantico, and Magdalena. The fibre is strong, but mixed in quality, with highly superior and inferior varieties growing side by side. The Cauca Valley is the best area for more cotton culture. On the plateau 9,000-10,000 feet above the sea there is a black soil resembling that of Texas, with a nearly constant temperature, a sufficient rainfall, and a fairly industrious population of 300,000, now growing tobacco. The eastern part of Antioquia also promises success.

Cotton is used by hand spinners in country districts, and the supply coming to market is not enough for the needs of the Colombian mills. Production of cotton is estimated at 6,500 m. tons. Consumption is about 25,000 m. tons.

Most of the **sugar** is produced on huge estates of from ten to twenty thousand acres. In some places the cane grows without irrigation. There are small plantations in many districts, and large areas of undeveloped lands are available, notably in the Cauca Valley, which produces 80 per cent. of Colombian sugar. The industry is protected by tariff and is controlled by the Sociedad Seccional de Crédito Azucarero. White refined sugar production in 1951 was 184,000 m. tons, with a domestic consumption of 140,000 tons. Panela production is about 470,000 m. tons. Export, 1949—14,000 m. tons; 1950—26,382 m. tons; 1951—44,000 m. tons.

The **tagua** or vegetable ivory nut, used to make buttons, is an important natural product. There are groves of ivory nut palms in the lowlands along both coasts and on the banks of the Magdalena, the Atrato, the Sinú and other rivers. The nut when dried and cut, looks like ivory, and can be sawn, carved, polished and dyed. The very good nuts from the Atrato region are shipped from Cartagena.

Rubber trees of the *Brasilensis* and *Guyanensis* type abound along the eastern rivers. The Magdalena and Atrato have other sorts of rubber. Collection is now about 600 m. tons a year.

Cacao, native to the country and abundant at the lower levels, is little cultivated. Annual production is about 14,000 metric tons. There are large imports for the chocolate factories.

Drugs: The balsams of copiba and tolu are collected on the lower Magdalena, and exported. Tolu gets its name from a small Colombian town.

Sarsaparilla, ipecacuanha, Winter's bark, vanilla, Tonka bean, castor oil seed, cinchona, and curará, are all produced. There is gum copal, locally known as algarrobito, up the Cauca River, and ginger is indigenous in the Valle Dupar. Cinchona, in the form of quinine and its salts, and ipecacuanha, are exported. Ipecacuanha exports, 1950—58,751 kilos, value 912,518 pesos.

Fibres:—Agave or sisal plants abound. Although there is little systematic large scale cultivation, Colombia produces enough fibre for her packing sacks, rope, twine, and the sandals (alpargatas) used by the poor.

The Fique fibre is widely used for making coffee sacks. It grows wild. The production is now close on 40,000,000 lb. a year. The coffee-bag industry is protected by a tariff upon jutebags. Pita fibre from a plant of the pineapple family is used to make fishing nets. There are large natural plantations in the Departments of Huila and Choco.

Dividivi, a Colombian plant used for tanning leather, might be commercialized, but up to now has not received much attention. The quality is said to be very good. The tree grows wild, chiefly in the Goajira Peninsula.

The **Livestock** population of Colombia (1948) was as follows :—Cattle, 13,901,000 ; sheep, 1,022,000 ; goats, 460,000 ; hogs, 2,070,000 ; horses, 1,141,000 ; mules, 504,000 ; donkeys, 266,000. Some 1,360,870 cattle are slaughtered annually. About 12,200 are exported on the hoof.

Vast areas are suitable for grazing, and improved breeds of cattle have been introduced. The llanos of Eastern Colombia and the Cauca and Patía valleys have large possibilities.

The export of hides and skins is important. Colombian hides are of very good quality, and command fair prices. The internal tanning industry takes the inferior hides for the most part.

There is a small export of the more exotic skins—reptile, alligator, "babilla," and iguana.

Wheat and Maize are raised in the higher lands. Primitive methods of agriculture have been general, and ploughing is little done except upon the plateaux. Wheat production (mainly in Cundinamarca, Boyacá and Narino) is 178,880 m. tons, which is well below Colombia's requirements. Maize production is about 620,000 tons ; barley, 26,000 m. tons ; yucca, 1,054,000 m. tons.

Rice, a staple food, is grown near Cartagena and Calamar and in the western part of the country in the Cauca Valley. Production at 144,598 m. tons is not enough for local needs.

A great variety of **fruits** is found, including oranges, mangoes, avocados, papayas, pineapples, and quince. There is a cannery at Bucaramanga to handle pineapples for local consumption.

There has been a greatly increased production in recent years of coconuts along the Atlantic coast : of sugarcane on the Atlantic coast, in the Cauca Valley and Cundinamarca ; of cotton, potatoes, and of beans, yucca, chick-peas and lentils. The cultivation of peanuts for the factories distilling peanut oil is increasing rapidly around Muzo (Boyacá) and San Antonio (Cundinamarca). So is the growing of other vegetable oil seeds, notably sesame (10,000 m. tons).

Pearling is carried on by native divers on the north coast, and especially off the Goajira Peninsula. There are pearl banks also in the Pacific, near Guapi. Pearling boats are licensed and limited in number, and the fishing seasons are regulated. The catch was marketed in Paris, and a quarter of the proceeds go to the Government.

LANDS AND FORESTS.

Colombia has immense areas of untilled lands known as **baldios**. They are State lands, or lands which must revert to the nation in

accordance with Art. 56 of the Fiscal Code. There are baldíos in all parts of Colombia, but the largest areas are along the coasts (where ivory-nut is obtainable), over the Eastern llanos, covered with natural pasture, and in the region of the Amazon River, covered with rubber trees. The nation cannot transfer these baldíos by sale, but is allowed to adjudicate them in perpetuity.

The Colombian forests are computed to cover 150 million acres, and there are four main types: Mangrove woods on the Caribbean coast; dry, thorny forest on the Goajira Peninsula; tropical forest extending to 5,000 feet altitude along the course of the rivers; oak, pine, walnut, and willow forest on the higher lands. Little timber has been exported. There are small exports of balatá and chicle.

Colombia has very few building woods but several kinds are suitable for furniture, interior house finish, and such uses. A few especially valuable hardwoods are used for making mechanical implements, dyes, and certain tannic-acid preparations.

MINERAL WEALTH.

Oil :—Petroleum accounts for 16.4 per cent. in value, of all exports. Of the total investment in the industry, 71 per cent. is from the U.S.; and 15 per cent. from Great Britain.

The main concessions, in order of importance, are the De Mares (Tropical Oil Company), Barco (Colombian Petroleum Coy.), and Yondó (Shell). A new field, El Dificil, has now been opened by Shell.

The Tropical Oil Company's concession is in the Department of Santander, from the river Sogamoso in the north to Carare in the south. It has a frontage of 30 miles on the Magdalena, and extends 60 miles inwards towards the interior. A double pipe-line, 335 miles long, and with a capacity of 50,000 barrels daily, has been built from Barranca Bermeja, on the Magdalena, to Mamonal, 10 miles across from the Bay of Cartagena. There is a refinery at Barranca Bermeja manufacturing gasoline, asphalt, lubricants and other by-products. The Company produced 13,000,000 barrels in 1950. The concession reverted to the Colombian Government in August, 1951. It was taken over by the Empresa Colombiana de Petróles.

In 1931 the Barco Oil Concession was granted to the South American Gulf Oil Company, and a pipe line has been built from the Catatumbo oil wells of Santander del Norte at Oru, to Coveñas, on Cispata Bay in the Caribbean. It is 263 miles long and has a potential capacity of 70,000 barrels a day. The Company's production was 79,461,000 barrels in 1949. The Condor Company turn out 6,227,000 barrels at the Yondo concession and 1,524,000 barrels at the El Dificil concession.

Production of petroleum, in barrels (42 gallons each) :—

1926	..	..	6,443,527	1949	..	..	29,723,000
1941	/	..	24,639,000	1950	..	..	34,059,000
Gasoline output: 1949—1,193,000 barrels; 1950—2,020,000 barrels.							
Refinery through put: 1949—8,550,000 barrels; 1950—8,505,000 barrels.							
Oil Exports: 1949—24,167,000 barrels, value U.S. \$58,191,000; 1950—28,269,000 barrels, value U.S. \$64,489,000.							

Emeralds :—The only mines in the Republic, indeed in the

whole world except Siberia, are the Chivor mine, rediscovered about 30 years ago, and the famous Muzo mine, worked of late years by the Government. Veins of green quartz are broken up by pick and crowbar, the matrix is washed in a sluice and searched for gems. Colombia is the largest source of emeralds, and has exported these stones for four centuries.

The Department of Antioquia and the mountains between the Cauca and Magdalena Rivers are rich in **gold**. The deposits near the Marmato and Supia are especially valuable. Gold has been found near Neiva on the Upper Magdalena, and in the gravel of all the rivers flowing into the Pacific, where it is worked by mechanical dredgers. Colombia is the largest South American producer of gold. Production, 1949—359,475 oz. troy; 1950—379,412 oz. troy.

Silver is also found, although in smaller quantities than gold. Nearly all the Antioquia and Caldas mines produce both metals in variable proportions. The mines of Santa Ana, La Manta, El Cristo and San Juan, in Tolima, are national property. Output of silver, 1949—106,678 oz. troy; 1950—116,104 oz. troy.

Platinum occurs with gold. The two most important regions are the river Patia and its tributaries to the south, and the headwaters of the rivers Atrato and San Juan. The centre of greatest production is the river Condoto. Colombia is the second chief source of this metal, which is mainly obtained by dredging. Production: 1948—19,739 oz. troy; 1949—20,797 oz. troy; 1950—24,452 oz. troy, value 2,606,655 pesos.

The U.S. takes the total output.

Copper ores are found in Santander, near Ocaña and Velez; in Boyacá, near Moniguica and Santa Rosa; and in Antioquia; but owing to their inaccessibility are not worked.

Nearly all the **Coal** production of Colombia is from the Calf district, which includes the area in the Cauca River Basin and east of the Cordillera Occidental. All the important coal mines are near the cities of Cali, Bogotá and Medellín. Total production is 415,400 metric tons a year.

Salt mines and springs are abundant in Zipaquirá, about 30 miles from Bogotá. The deposits, worked by the Government since Colonial days, are now administered by the Bank of the Republic, which also controls the salt evaporated from sea-water on the Caribbean coast. Production of mined and sea-salt was 124,352 m. tons in 1948, 141,019 m. tons in 1950.

Other Mineral Products.—Sulphur, marble, mica, manganese, quartz, opals, a sandstone which is highly valuable in construction work, basalt and natural phosphates are also found in large deposits throughout Colombia. There is some lead in Boyaca. Only one plant, at 12,000 feet near Popoyan, produces sulphur on a commercial scale. Annual output is about 2,400 m. tons.

INDUSTRIAL DEVELOPMENT.

Although Colombian economy derives only 15-17 per cent. of its total from industry, national production now meets almost the entire domestic demand for textiles, footwear, cement (579,927 m. tons), building materials, beverages and certain industrial chemicals

as well as foodstuffs and tobacco. Colombia now has about 1,600 manufacturing plants employing 63,000 workers and 8,000 clerks ; but only 100 of these firms hire over 100 persons each and more than half have fewer than 20 workers.

The main industries whose production is auxiliary to overseas supplies are leather, glass, soap, candles, earthenware, plastic table ware, brush and box making, bricks, woodwork, nails and wire. Relatively important industries dependent upon agricultural products are coffee, flour and sugar and saw mills ; there is also a wood drying plant in Bogotá. A steel mill in Medellín turns out 250 metric tons a month of reinforcing bars. Another, the Paz de Rio plant at Balencito, is in construction. Its capacity will be 350 m. tons of ingot steel daily.

Cotton spinning and weaving is carried on upon an important scale in Medellín, Bogotá, Barranquilla, Cali, Samacá, and Manizales, and most of the cotton cloths worn by the working classes are manufactured in Colombian mills. There are 15 cotton mills with 7,000 looms and 300,000 spindles consuming 25,000 m. tons. Colombia now turns out all her own textiles except fine speciality cloths.

Artificial silk cloths are being produced in increasing quantities, and there are two rayon plants. The production of woollen suitings, blankets and "Ruanas" is steadily improving both in quantity and quality. Nearly all these fabrics are woven from imported yarns. The hosiery and knitwear industry has made considerable progress.

There is a local industry in carpet-making from fique, or local hemp. There is also some cottage weaving of blankets, "Ruanas," and rugs, particularly in the uplands and more remote districts.

A paper mill at Barranquilla turns out 5,000 m. tons a year.

Total tyre production is 138,724 units, half of it from Colombian rubber.

Development in the chemical industry is proceeding steadily, particularly in the production of drugs, pharmaceuticals, and toilet preparations. Of late, production of chemical products has been carried out by 28 factories. The chief products are carbon dioxide, matches, toilet soap, cologne water, and toilet powder. Products of the Chemical-pharmaceutical laboratories are numerous.

Panama Hats :—Hats are plaited mainly in the Department of Caldas, Nariño, and Antioquia. The larger part of the export trade is with the United States.

The tanning industry is not very far advanced, but there is an up-to-date tannery in Bogotá. There are one or two small tanneries in all the cities.

Shortage of electrical power is at present the main obstacle to industrial expansion, though potential water power resources are estimated at 5,400,000 horse power. Total installed capacity of plants is 208,500 k.w.'s, of which 152,780 are hydro-electric.

Public Debt.

INTERNAL.		EXTERNAL.	
Dec. 31, 1950	371,037,614 pesos	U.S.\$69,759,179, and £2,264,946.	

Service on the external loans was suspended in 1932, but was partly resumed in 1933.

British Capital :—According to the *South American Journal*, £5,280,917 of British money invested in Colombia was quoted

upon the London Stock Exchange in 1949. Average interest on this was 3.9 per cent., and no interest was paid on £953,074. The investment is distributed as follows : Government Bonds, £3,056,656 ; Railways, £1,730,298 ; Miscellaneous, £493,693.

Imports and Exports.

		IMPORTS. (CIF)		EXPORTS. (FOB)
1948	.. ..	589,080,000 pesos	.. :	504,930,000 pesos
1949	.. ..	493,630,000 "	.. :	594,247,000 "
1950	.. ..	710,660,000 "	.. :	771,386,000 "

Note : These figures show the gross exports and imports. To obtain the net figures add to the imports 12 per cent. for freights, insurance, etc., and deduct from the exports the following items exported by foreign countries, the value of which does not enter Colombia : oil, 100 per cent., bananas, 30 per cent., platinum, 32 per cent.

In 1950 the U.S.A. supplied 70 per cent. of the imports, and took 83 per cent. of the exports.

INLAND TRANSPORT.

The topography of Colombia presents grave difficulties for road and rail communication between one part of the country and another, but civil aviation has magically solved the problem. Colombia is to-day well covered with a closely interlocking network of air routes with international connections. The ganglions of the system are at Bogotá, Barranquilla, Medellín and Calí. Main lines connect these centres with two or more flights daily, and feeder lines serve outlying and less important points several times a week.

For air services to Colombia from outside Latin America, see the AIR SECTION.

Most of the internal lines are flown by Aerovías Nacionales de Colombia (AVIANCA) which, as a subsidiary of Pan American Airways, is linked up with that system's international routes to the north and south. AVIANCA has a fortnightly service from Bogotá *via* the Bermudas and the Azores to Rome and Paris.

Colombia and Venezuela are reciprocally served by the Colombian LANSÁ (Bogotá to Caracas) and the Venezuelan LAV (Caracas to Bogotá). These lines are starting a similar service between Bogotá, Maquetia, Maracaibo and Barranquilla. LANSÁ has a wide internal network, and now flies from Barranquilla to Havana (Cuba).

The Uraba-Medellín Central Airways (UMCA), serving Medellín from Balboa (Canal Zone), is now making regular flights in connection with AVIANCA.

The Royal Dutch Airlines (KLM) flies the route Curacao—Aruba—Barranquilla—San Jose (Costa Rica) daily. Once a week this service is prolonged to Managua and San Salvador.

AIR FRANCE flies from Martinique to Barranquilla *via* Port of Spain, Barcelona, La Guaira, and Maracaibo.

SAM Aerotransportes (Sociedad Aerea de Medellín) has a fairly extensive internal network and flies to Miami. It carries mail and cargo.

The Sociedad Aerea del Tolima, S.A. (SAETA) connects Ibagué and other important Colombian cities. The municipalities of the Department of Bolívar are served by the Compania de Taxis Aereos Bolívar, S.A. The shipping line, Naviera Colombiana, flies an air cargo service between Barranquilla and La Dorado. TACSAL operates from Barranquilla and Cartagena to Tumaco ; and LATCO runs international cargo services.

Otherwise, inland waterways are the chief means of transport both for passengers and goods. Several steamboat companies work regular services on the Magdalena River, from Cartagena and Barranquilla to La Dorada ; on the San Juan, from Buenaventura to San Pablo ; on the Patía and Telembi, to Barbacoas ; on the Zuila, from Puerto Villamizar to the Venezuelan port of Maracaibo ; and on the Meta, from Orocué to Ciudad Bolívar in Venezuela.

Magdalena River Services :—The navigation of the Magdalena River divides itself into three stages :

1. Barranquilla—La Dorada and Puerto Salgar (560 miles) by 500-ton steamers.

Among the ports of call on the Lower Magdalena are :

Calamar.	El Banco.	Bodega Central.	Barranca.
Palto.	Tamalameque.	Badillo.	Puerto Berrio.
Zambrano.	La Gloria.	Bocas del Rosario.	Puerto Llevano.
Magangué.	Gamarra.	Puerto Wilches.	Puerto Salgar.

Navigation above La Dorada has been suspended for many years, but two cargo boats have now been put in service. All passengers for Bogotá disembark at Puerto Salgar and go on by train.

A railway (72 miles) avoids the rapids between La Dorada and Beltran. From Beltran to Girardot is 57 miles.

South Colombia :—Five river routes have been established on the Amazon, Putumayo and Caquetá rivers. They are : From Tagua to Venecia ; from Tagua to Puerto Rico ; from Leticia to Puerto Asís ; from Leticia to Manaos ; and from La Pedrera to Teffe.

The Atrato is navigable between Cartagena and Quibdó, 310 miles. The Sinu river is also navigable for a considerable distance.

The railways (see map), owned severally by the National Government, Provincial Governments, and private enterprises, function chiefly in connection with river transport. Colombia has 2,150 miles of railway, of which 1,363 miles are owned by the Government.

Except in the neighbourhood of Bogotá and Medellín good roads are scarce, but two great trunk roads are already open. They connect with one another and are complemented by railways and navigable rivers.

1. The Eastern Trunk Highway runs as follows : the Venezuelan frontier via Bucaramanga and Tunja to Bogotá ; on via Girardot to Murillo, where it joins the North to South road.

2. Western Trunk Highway runs : Rumichaca, on the Ecuadorean border — Ipiales — Tuquerres — Pasto — Popayán — Cali — Cartago — Pereira — Manizales — Sonsón — Medellín — Yarumal — Puerto Valdivia, and on to Turbo, on the Gulf of Uraba. There is a road from Medellín to Bogotá, and another to Cartagena.

Altogether there are 6,250 miles of motor roads and 35,450 miles of other roads.

CURRENCY, WEIGHTS AND MEASURES.

Weights and Measures :—The metric system is in general use, but the following measures are constantly found :—

1 vara cuadrada .. ..	.. ..	= 0.64 square metres.
1 fanegada	6,400 square metres ..	1.5808 acres.
1 vara Granadina .. ..	.. ..	= 0.80 metres.
1 cuadra	= 100 varas	= 80 metres.
1 legua (3 miles)	= 62.50 cuadras	= 5,000 metres.
1 cuarta .. ..	.. ..	= 0.20 metres.
1 pulgada (inch) .. ..	.. ..	= 0.025 metres.
1 arroba	= 25 libras	= 12.50 kilos.
1 libra	= 16 onzas	= 0.50 kilo.
1 tonelada	= 80 arrobas	= 1,000 kilos.
1 saco	= 5 arrobas	= 62.50 kilos.
1 carga	= 10 arrobas	= 125 kilos.

Currency :—The coins in circulation are as follows :—

Copper-Nickel coins	..	..	..	1, 2, and 5 centavos.
Silver coins	..	..	..	10, 20 and 50 centavos.
Notes	..	..	..	$\frac{1}{2}$, 1, 2, 5, 10, 20, 50, 100, 500, and 1,000 pesos.

There is an exchange rate of 2.50 pesos per U.S. dollar for all foreign payments, and all foreign exchange proceeds are at that rate except coffee exports.

PUBLIC HOLIDAYS.

January 6 : Epiphany.	July 20 : Independence Day.
Maundy Thursday.	August 7 : Battle of Boyacá.
Good Friday.	August 15 : Assumption.
Holy Saturday.	October 12 : Discovery of America.
May 1 : Labour Day.	November 1 : All Saints' Day.
Ascension Day.	November 11 : Cartagena Independence.
Corpus Christi.	December 8 : Immaculate Conception.
June 29 : SS. Peter and Paul.	December 25 : Christmas Day.

THE PRESS.

The principal newspapers are :—
 Bogotá : "El Tiempo," "El Espectador," "El Liberal," "La Razon," and "El Siglo." "Diario Oficial" is the official gazette.
 SANTA MARTA : "El Estado."
 PASTO : "Renacimiento."
 QUIBDO : "A.B.C."
 MEDELLÍN : "El Colombiano," "La Defensa," "El Correo," "El Diario."
 BARRANQUILLA : "La Prensa," "El Herald," and "El Nacional."
 CARTAGENA : "Diario de la Costa" and "El Figaro."
 MANIZALES : "La Patria."
 CALÍ : "Diario del Pacifico," "Relator."

POSTS AND TELEGRAPHS.

The internal postal tariff for letters is 3 centavos per 15 grammes local, 6 centavos non-local ; letters to the United States and members of the Pan-American Postal Union cost 6 centavos for each 20 grammes. On European letters the charge is 18 centavos per 20 grammes ; and 2 centavos per 50 grammes upon printed matter. Air mail to the United States is 35 centavos for each 10 grammes or fraction. Mail from the United Kingdom, see page 28.

Telegrams are 5 cents per word ordinary dispatches, and 10 cents for "extraordinary" with preference over all others.

Wireless messages from Bogotá (Cerrito Station) to Great Britain cost 122 centavos per word ; to New York 87 centavos per word. There are wireless stations at Cartagena, Barranquilla, Santa Marta, Calí, Medellín, Puerto Colombia, Bogotá, and important inland towns.

All America Cables & Radio, Inc., provides communication with all parts of the world through its stations at Barranquilla, Bogotá, Buenaventura, Calí, Cartagena, and Medellín.

Telephones :—All the cities and towns of any importance have telephone services.

Information for Passengers.

A passport and visa are necessary, and the applicant must go personally to a Colombian Consulate. The following documents are needed : (1) a certificate, in duplicate, of vaccination against smallpox ; (2) a health certificate, in duplicate, stating that the applicant is not suffering from any contagious disease or mental derangement, and that he is not a chronic alcoholic, ataxic, epileptic,

or drug addict ; (3) three signed photographs ; and (4), a letter from the head of the applicant's firm, countersigned by a Chamber of Commerce or similar body. Every person over 21 using the *ordinary* visa must make an immigration deposit at the Customs to cover the cost of his return journey in case of necessity. Some categories, which include agricultural, livestock and industrial experts, do not pay this deposit.

A Transit visa valid for two weeks is also free from all police formalities.

Note : In 1951 Colombia put into effect a system of Tourist Cards for Visitors. These cards do not require a visa and are valid for a stay of 60 days. Holders of the cards must have round-trip tickets or tickets which will take them to another country beyond Colombia. They do not need to report to the police when they arrive or present receipts for the payment of taxes when they leave.

All travellers arriving in Colombia must declare the amount of foreign exchange they possess at one of the Exchange and Export Control offices of the Banco de la República. And all of them (except holders of Transit visas) must call at the Aliens Section of the National Police at the place of arrival within 48 hours.

Visitors are advised to carry references from public and private bodies in the United Kingdom.

The maximum amount of personal luggage admitted free of duty is 150 kilos per adult ; 75 kilos for children over ten years, or 50 kilos for younger persons. The maximum for immigrants is 500 kilos.

Clothing :—In all the principal towns which the traveller is likely to visit except Bogotá, Manizales, and Medellín, light clothing—light weight woollens, palm beach or white drill are suitable. In Bogotá, Manizales, and Medellín medium-weight clothing is worn all the year round. A dual-purpose raincoat and overcoat is useful.

Cost of Living :—The cost of living varies considerably in different places, but is high everywhere, and still rising. Bogotá middle class cost of living index : 1940=100 ; November, 1951=327.2. Barranquilla, Cali, and Medellín are slightly less expensive to live in than Bogotá.

A single man needs \$600 a month, and a married man \$800. These are the absolute minima.

Commercial Travellers should consult "Hints to Business Men Visiting Colombia," free from the Commercial Relations and Exports Dept., Board of Trade, Thames House North, Millbank, S.W.1.

A COLOMBIAN CALENDAR.

- 1499. Alonso de Ojeda visits Cape Vela.
- 1501. Rodrigo Bastidas explores the coast from Riohacha to the Isthmus of Panamá.
- 1502. Columbus arrives at Colombia.
- 1519. City of Panamá founded.
- 1524. Francisco Pizarro explores the Colombian coast.
- 1525. Rodrigo de Bastidas lands at Santa Marta, where he establishes a settlement.
- 1528. The Emperor Charles V grants colonial concession to the German Welsers.
- 1533. Pedro de Heredia appointed Governor. Founds the city of Cartagena.
- 1538. Various defeats of Chibcha Indians. City of Bogotá founded.
- 1564. Spaniards proclaim New Granada a Presidency.
- 1596. Porto Bello invaded by Drake.
- 1610. Tribunal of the Inquisition established.
- 1668. Porto Bello invaded by Morgan.
- 1713. Great Britain granted exclusive privilege of importing African slaves.
- 1728. Foundation of the Compañía de Guipuzcoa.
- 1739. Kingdom of Granada formed into a Vice-Royalty.

CALENDAR (*Cont.*).

- 1767. Jesuits expelled.
- 1810. Colombia proclaims its independence of Spain.
- 1819. Simon Bolivar's victory at Boyacá.
- 1825. Independence of Colombia recognised by Spain.
- 1830. Death of Bolivar.
- 1837. Ecuador secedes from the Colombian Confederation.
- 1850. President Lopez carries out the law suppressing slavery.
- 1861. Mosquera Revolution.
- 1871. New Granada rechristened Colombia.
- 1883. Boundary dispute with Venezuela submitted to Spain for settlement.
- 1899-1902 Civil War.
- 1903. Panamá asserts its independence of Colombia.
- 1921. Colombia recognises Panamá as an independent State.
- 1934. Leticia dispute settled.
- 1938. Fourth Centenary of Bogotá.
- 1943. Declares war on Germany and Italy.

Colombia is represented in London by an Ambassador (3 Hans Crescent, W.1.), and a Consul-General (23 Pont Street, S.W.1.); by a Consul-General in Liverpool (North House, North John Street, 26); and by a Consul in Glasgow (219 Vincent St., C.2). The Ambassador is General R. Sanchez A.

Great Britain is represented in Colombia by an Ambassador and Consul at Bogotá (Av. Jimenez de Quesada, 8-56); Consuls at Cali, Medellín and Barranquilla; Vice-Consuls at Santa Marta and Cartagena; and Consular Agents at Mariquita and Buenaventura. The Ambassador is G. MacKereth, C.M.G., M.C.

The **United States** are represented in Colombia by an Ambassador and Consul at Bogotá, Consuls at Barranquilla, Medellín, Cali, and Cucuta, a Vice-Consul at Cartagena, and a Consular Agent at Buenaventura.

(The Colombian chapter has been revised by Tracey & Cia, S.A., Bogotá, Colombia.)

COSTA RICA

Travel :—The quickest and cheapest route from the United Kingdom to Costa Rica is by steamers of the Pacific Steam Navigation Co., or the steamers of Royal Mail Lines from London, with transshipment at Cristóbal : thence by local service to Puntarenas, or by another line to Limón. As a rule travellers combine their visits to Costa Rica with visits to other Central and South American countries.

The United Fruit Company operate services from New York and New Orleans to Port Limón and from New Orleans to Puntarenas. There is a good and frequent service of steamers of various lines from Colon to Port Limón.

Air Services :—Pan American Airways call at San José on the international route from the U.S. southwards to Cristóbal. The TACA system gives a daily service to all the chief cities of Costa Rica, and inter-republican connections with Colombia, Venezuela, Ecuador, Mexico, and all the Central American states. The Royal Dutch Airlines (K.L.M.) have extended their Curacao-Aruba-Barranquilla daily service to San José and beyond to Managua and San Salvador.

A Costa Rican Company, MACAYA, flies to Managua (Nicaragua). The Lineas Aéreas Costarricenses (an affiliate of Pan American Airways) has a service between San José and Panamá City ; between San José and Miami *via* Havana ; and an internal airmail network. Aerovías Occidentales undertakes freight carriage, and Transportes Aéreos Nacionales has a regular air cargo service between Honduras, Havana, and Miami.

Limón, upon the Caribbean coast, the chief port of the country and the main means of access to the capital, has 11,813 inhabitants. It is served by weekly steamers to New York, New Orleans, and by fortnightly and other vessels to Europe. Cristóbal is some 12 hours' sail. The rail distance to San José is 103 miles. A train leaves at 9.30 daily, arriving at 3.57 p.m. (First-class fare, C11.25 ; chair car, C5.00 extra).

Port Limón is built on the site of an ancient Indian village, Carare, where Columbus landed on his fourth and last voyage to America. To-day it is a very busy port ; through it passes most of the country's coffee, bananas, and other products on their way to the markets of Europe and North America, whilst a large proportion of Costa Rica's varied imports are landed here. There are several small ports—Barmouth, Atlanta, and Puerto Viejo—on the east coast, but these are rarely visited by coastal steamers.

There are no well defined channels of approach, and Port Limón may be termed an open roadstead, but ocean vessels berth at the wharves, where they are well protected. There are two wharves or piers at the port ; the larger, the Costa Rican Railway Wharf or Metallic Pier is a metal construction ; the smaller is made of wood and is known as the National Wharf or National Pier.

The city is laid out in square, well paved blocks. The bulk of the population is coloured, descendants of British West Indians brought over from Jamaica to work on the plantations. The visitor should see the Vargas Park, the Market, the Cathedral and the Mirama Club, with its open air swimming pool. The legal fare for the hire of an automobile is 15 colones per hour, or 2 colones per person for short trips within the city limits.

The narrow gauge railway from Limón to San José skirts the coast for 10 miles. The view from the train presents an almost continuous picture of the surf of breakers, appearing often through groves of graceful palms. The banana plantations are reached at Matina. The River Matina is crossed by bridge and next the Pacuare River. Between Siquirres, an important banana centre, and Turrialba, where the first coffee farms are seen, the railway runs on a narrow ledge poised between mountain and river. On the left are the rushing waters of the Reventazon, and on the right the high-timbered mountains. At Turrialba, the limit of the negro penetration, native women sell fruit to the traveller. In the 62 miles from Limón to Turrialba the train has climbed 2,000 feet. In the succeeding 30 miles it has to climb a further 3,000 feet. The view throughout this section is gorgeous. The whole valley of the Reventazon can be seen at one sweep, the river itself appearing as a narrow ribbon of foam 1,000 feet below the train. At this altitude there is a cool snap in the air as the tropics are left behind and the train attains the central plateau, or Meseta Central, where the climate is more or less constant the year round. Beyond Cartago the Continental Divide is crossed at 5,137 feet. From this highest point there is a gradual descent to the Capital.

Hotels :—Park Hotel, 30 beds ; Pension Costa Rica.

Cables :—All America Cables & Radio, Inc., Calle 2a, numero 231. Compania Bananera de Costa Rica.

San José, the capital, has a population of 111,637, and stands in a broad, fertile valley at an elevation of 3,816 ft. The climate is temperate, but cold in the evenings. The mean temperature is 70° F., with an annual variation of only 5°. Slight earthquake shocks are frequent. The capital is 103 miles from Limón, 5½ miles from Heredia, and 71 miles from Puntarenas. The products are coffee, cacao and sugar cane. There are a few minor industries.

The architecture is a mixture of traditional Spanish and modern, cheek by jowl. Clean wide asphalted avenues are flanked by spacious shady green parks and modern buildings. The people are dressed in black clothes instead of the expected white drill. There are flower gardens at every turn. The bright uniforms of the military, the coloured shawls worn by the women, the ox-carts and the mounted milkmen, diversify the streets. The National Museum contains rare pieces of ancient pottery. The National Opera House is one of the most beautiful playhouses in the Americas. Other buildings worth seeing are the Cathedral, the Raventos and Palace theatres, the Union Club, the Banco Nacional de Costa Rica, the Banco de Costa Rica, and the Temple of Music. The most attractive parks are the Morazán, Central, and España. La Sabana, a level area on the outskirts of the city, contains an aerodrome, golf course, tennis courts, and other recreational facilities. The air-port is at La Sabana.

Hotels :—Europa, 40 beds ; Hotel Rex ; Gran Hotel Costa Rica, 120 beds (modern). From £2 to £3 a day, with food.

Fares :—Fares in San José by tram are 10 and 15 cents from the centre of the town outwards ; motor cars can be hired from several public garages from 2 colones upwards according to distance or by the hour at 6 colones, the time counting from garage to return to garage. Two-horse coaches can be hired from 1 colon, or 5 colones an hour, but in both cases, motor cars or coaches, it is recommended that a bargain should be made beforehand. Hand baggage in reasonable quantities is not charged, but no trunks of any kind are taken.

Excursions to scenic spots such as Aserri and Orosi, and to the Irazú and Poas volcanoes. Horses are available at the village of San Pedro for the ascent of Poas (really a geyser). There are paved roads to San Ramon (45 miles), Las Nubes (20 miles) and San Antonio de Belén, in a beautiful coffee district.

The Information Bureau of the National Tourist Board is at Las Arcadas, facing the National Theatre.

Rail :—A train for Limón leaves San José daily at 8.00 a.m., arriving 2.15 p.m. A train leaves Limón daily at 9.30 a.m., arriving at San José at 3.57 p.m. Journey takes about 6 hours. Fares, 11.25 colones. Chair car, 5 colones extra. Baggage, 20 kilos free, excess, 15 cents per kilo. Mid-day breakfast at Siquirres (\$1 U.S.) on the way from Limón to San José. Every day a train leaves San José for Puntarenas at 8 a.m., arriving at 12 a.m., and a daily train leaves Puntarenas at 8 a.m., arriving 12 a.m. at San José. Observation cars are attached to the train. Splendid views. Fares, 7 colones, 50 cents. Stop for mid-day meal both ways, but food poor. Passengers may buy pineapples at wayside stations, and sample a typical native product, the griddle cakes made of banana meal.

There is a local service for Cartago and Heredia and Alajuela and other points, and also a frequent service of motor-buses to these towns and to many villages.

Cables :—All America Cables & Radio, Inc., Calle 1, Avenida Fernandez Guell 2. Compania Radiografica Internacional de Costa Rica: Gran Hotel de Costa Rica.

Cartago, the ancient capital, stands 4,930 ft. above sea-level in a circle of mountains. It is 12 miles from San José, on the Northern Railway Company's line to Port Limón, at the foot of Mount Irazú (11,200 ft.), a volcanic peak. Excursions can easily be made to the crater of Irazú, and upon a clear day the traveller has an exciting view of the two oceans. A motor road is now open from San José *via* Cartago to the National Sanatorium, Lecheria Robert, and Volcan Irazú. The hot springs of Aguas Calientes are 3 miles away.

The population is 13,888. The city was founded 1553, destroyed by earthquake in 1823 and 1910, and severely damaged on other occasions. It is the centre of one of the richest agricultural districts in the country. The suburbs makes its population over 30,618.

Hotels :—Francés, 30 beds, \$1-1.25 U.S.; Pension Washington, \$1.

Puntarenas, a Pacific port of 10,737 population on the Gulf of Nicoya, is four hours' train journey from the capital (70 miles). Large steamers now come alongside. The mean temperature is about 80° F., and from January to March it is much frequented by holiday makers for bathing and fishing. The chief products are cattle, sugar and coconuts. There is shark and tuna fishing off the coast.

Fortnightly calls are made by P.S.N.C. steamers from Panamá, and from Central American ports, and there is a three-weekly Grace Line service with Ecuadorean, Peruvian and Chilean ports.

A Government launch maintains a coastal service with Salinas Bay (Nicaragua) and intermediate ports in Guanacaste Province.

Hotels :—Los Banos; Europa. Accommodation difficult January to March. All America Cables & Radio, Inc., Casa Blanca.

OTHER TOWNS.

Alajuela, of Alajuela province, is 14 miles by rail from San José. It is the centre of the sugar industry, has a population of 12,177, and stands 3,000 ft. above sea-level. The climate is even and the town is a midsummer (January-March) resort of residents of the capital. Juan Santamaria, the patriot who fired the building in which Walker's filibusters were entrenched in 1856, is commemorated by a public

statue.

Mount Poás is in the neighbourhood, and an excursion to the Volcanic Lake and its geysers is well worth while. There is a motoring road eastwards through San José to Cartago and northwards through Grecia to Naranjo and San Ramón.

Hotel :—America.

Heredia, capital of Heredia province, has a population of 11,382. It is upon the railway between San José and Alajuela, 6 miles from the capital, and is the centre of the coffee industry. There is a road eastwards to San José and Cartago, and westwards to Alajuela and San Ramón. There are motor-buses along this road from Cartago to San Ramón.

Hotel :—Central.

PHYSICAL FEATURES.

Costa Rica, the "Rich Coast," is the most southerly of the five Republics of Central America. It is bounded north by Nicaragua, east by the Caribbean, west and south by the Pacific, and south-east by Panamá. The area is about 23,000 square miles. The interior is traversed by two volcanic cordilleras, separated by the Meseta Central, or central plateau and forming a single watershed. (The bulk of the population live on the Meseta Central, an area of 3,500 square miles). The highest peak in the northern range is Irazú (11,200 ft.), whose cloud by day and fire by night can be seen from both the Pacific and the Caribbean. The second is Turrialba (10,910 ft.). In the southern range Chiripo Grande attains 12,447 ft. The Atlantic slopes are densely forested, and there are large fertile stretches of pasture and rolling downs on the Pacific sides. There are sixteen rivers. The San Juan, with a course of less than 100 miles, is the most important. It drains Lake Nicaragua, and has for tributaries the Sarapiquí and San Carlos. On the Pacific coast there are only small rivers, liable to sudden floods.

The country is narrow, only 175 miles at its widest and 74 miles at its narrowest from east to west.

The **population**, 1950, was 794,081. Great tracts of country are uncultivated, although the State gives facilities for the purchase of land. The proportion of Spanish blood is more considerable than in most other Central American countries. There are many West Indians and negroes on the Atlantic coast. Spanish is the universal language.

Costa Rica has taken little part in revolutions and has developed on democratic lines to a much greater extent than its neighbours. The native workman is self-respecting and intelligent, and the school house is more conspicuous than the barracks. The percentage of illiteracy is the lowest of any Central American Republic. After the war, however, an unbalanced budget, an adverse trade balance, and general economic difficulties led to certain untypical disturbances.

The **climate** varies from tropical heat on both Atlantic and Pacific coasts to warm summer in the interior. The mean temperature at 3,000 to 6,000 ft., ranges from 57° to 68° F. From the coast inland to a height of 3,000 ft. it ranges from 72° to 82° F. Above 7,000 ft. frosts are frequent. There are dry and rainy seasons, the

former from December to April and the latter from April to November. The hottest months are March, April and May.

Light English summer clothing with a light overcoat or water-proof for the evenings in the interior ; tropical clothing for the coast. All drinking water, especially outside San José, should be boiled.

Aborigines :—The native Indians of Costa Rica are dwindling, and a missionary estimate places the number of Talamancans at 1,200. The Cabeceras, notoriously superstitious, cultivate their land communally. The Bribis, a small and non-gregarious tribe, seek the society of other tribes in preference to their own. The very dark-complexioned Indians, found south-east of Pico Blanco in inaccessible places, are unfriendly to strangers.

CONSTITUTION AND GOVERNMENT.

The legislative power is vested in a Chamber of Representatives, the Constitutional Congress, and made up of 45 deputies, being one representative to every 8,000 inhabitants. By the Election Law of 1946, all men over 20, or over 18 if married or teachers, are obliged to vote. Women, bankrupts, mental incompetents, and those deprived of political rights, have no vote. Voting is secret, direct, and free. The members of the Chamber are elected for four years, one-half retiring every two years. The executive authority is in the hands of a President, elected for the term of four years.

PRESIDENT.

Sr. Otilio Ulate Blanco 1948.

MINISTRY.

Foreign Affairs	..	..	..	Ricardó Toledó.
Interior	..	..	..	G. Guzman.

There are five other ministries.

Public Health :—On the whole is good. Intestinal parasites and malaria are still a scourge, especially in the country districts, in spite of work done by the Public Health Department. The Rockefeller Institute is co-operating with the Public Health Department in an attempt to reduce the incidence of these diseases.

NATURAL RESOURCES.

The Central plateau, averaging 4,000 feet above sea-level, is the great coffee growing area. Here, too, are grown the staple food crops : beans, corn, potatoes, and sugar cane, and dairy farming is both lucrative and efficient. All wheat has to be imported, and there are heavy imports of edible fats and oil, both animal and vegetable. But strong developments are pending. There is an important Institute of Agricultural Sciences at Turrialba.

Rice, a widely used food, comes in the main from the more low lying areas of the south-west. The north-western plains of Guanacaste are the centre of a flourishing cattle industry. The plateau, and particularly the coffee-growing zones, is held by small-holders, but the plains of the north and north-west, and the coastal-belts lying south-west and south, are in the hands of big landowners and the scene (particularly in the south) of the large-scale operations of the United Fruit Company.

Coffee and bananas account together for 98 per cent. by value of the exports. Cacao accounts for most of the rest.

Coffee, the chief crop, was introduced over a century ago, and its success in Costa Rica led to its culture in other Central American countries. The quality is mild and commands top prices. It is grown chiefly on the plateau of San José, where the soil consists of layers of black or dark brown volcanic ash. Shipment is made principally from Limón, and in part from Puntarenas. 71 per cent. goes to the U.S. The crop was 335,332 bags (of 60 kilos.) in 1950-51. Coffee accounts for 64 per cent. by value of the total exports. Export, 1949-50—333,409 bags, value U.S.\$19,277,100; 1950-51—306,464 bags, value U.S.\$22,335,096.

Banana trade :—The crop constitutes about 34 per cent. of the national exports and has exceeded 11 million bunches per annum. Over 89 per cent. of the exports are now from the West Coast ports of Golfito and Quepos, but part of the Pacific coast crop is railed to Port Limón, on the Atlantic coast, for shipment. Exports : 1949—11,009,801 stems, value U.S.\$11,815,410.

Cacao of several varieties is indigenous and has been cultivated since the sixteenth century. Much attention has been given to the crop, chiefly by the United Fruit Company. Except for a small quantity cultivated by artificial irrigation on the Pacific slope near Puntarenas, the whole is grown on the Atlantic side in Limón Province. The main crop is harvested October-December; One short crop in May-June. Cacao has replaced bananas on some estates, but even so there is a large decrease in cultivation. It is now only 8 per cent. of the total exports. Production was 3,500 m. tons in 1951. Exports : 1947-48—5,000 m. tons, value U.S.\$3,500,000; 1948-49—5,555 m. tons, value U.S.\$2,966,547; 1950-51—2,777 m. tons.

Sugar : Production by mills was 447,153 quintals in 1949-50. Export, 1949—9,284 m. tons; 1950—79 m. tons.

The export of vegetables to the Canal Zone is important—some 1,102 metric tons a year. **Pineapple** growing has been developed by the United Fruit Company. Small shipments of oranges are made.

Large areas of land are devoted to **cattle** farming. Lean cattle are bought from Nicaragua and fattened, particularly in the Province of Guanacaste. In 1945 there were 401,104 head of cattle. There is a small export of hides.

The **timber** exported is mainly cedar logs, with some "espavel," "cativo," balsa, etc. Export of logs and lumber, 1948—27,688 m. tons; 1949—22,621 m. tons. Mahogany, rosewood, other cabinet woods, and valuable dyewoods are available. **Rubber** production from plantations was 58,359 lb. in 1948; wild rubber collection was 59 m. tons in 1950.

A little over 3 million pounds of tobacco is grown on 5,773 acres and consumed locally. There are small exports of abaca fibre and tow (manilla hemp), of which 4.5 million pounds are grown. Henequen (150,000 lb.), and "cabuya" (800,000 lb.), are also grown.

There are small exports of **Ipecac**.

Beans, maize and rice (18,736 metric tons) are grown for domestic consumption. Honey exports have fallen considerably since the war. The entire crop of about 120,000 pounds of lint cotton is absorbed locally at one large and two small mills.

Production of edible vegetable oil, mostly from sesame, copra, and peanuts, is only 800 m. tons to meet a demand of 1,880 tons. African palm-oil production was about 3,000,000 lb. in 1951. There are large imports of animal fats.

Mother-of-pearl and tortoiseshell are among the minor products. Turtle and mother-of-pearl are taken on the Pacific Coast.

Mining: Gold and silver mining have been carried on upon the Pacific slope in the Abangarez, Barranca and Aguacate districts, and two or three mines are still worked.

There is manganese ore in the province of Guanacaste, and near Talamanca and Tilarán there are indications of oil. Sulphur deposits assay from 85 to 95 per cent. sulphur.

Railways:—About 450 miles of 3 ft. 6 in. gauge railways are in operation with good tracks and bridges. Port Limón is headquarters of the system, which crosses the country from ocean to ocean and links the chief banana districts. The electrification of the Pacifico system has been completed. A line is proposed from the Gulf of Nicoya to the City of Liberia.

Roads:—The country has suffered from insufficient and defective roads, but about 500 miles of roads radiate from the capital to neighbouring towns on the central plateau.

Industrial Development:—Water power is plentiful, but little used, and labour is neither abundant nor especially apt. Costa Rica is, after El Salvador, the most industrialised country in Central America. Factories are all small and largely occupied upon articles protected by the import tariff: beverages, foodstuffs, cigarettes and cigars, leather products, textiles and clothing, furniture, soap, matches, edible oils, construction materials, shoes, starch, candies, candles, cheese, beer, brooms, brushes, pharmaceuticals, cosmetics, pottery, rope, rubber products, and glass articles. The production of alcohol is a State monopoly.

FOREIGN TRADE.

		EXPORTS.	IMPORTS.
1950	.. .. .	U.S.\$34,689,235	U.S.\$46,033,000
1949	.. .. .	U.S.\$31,439,389	U.S.\$43,351,519
1948	.. .. .	U.S.\$31,840,000	U.S.\$42,344,000
1947	.. .. .	U.S.\$24,749,472	U.S.\$48,079,000

The U.S.A. took 76.6 per cent. of Costa Rica's exports and supplied 66 per cent. of the imports in 1950.

The main imports are cotton and rayon piece goods, diesel and lubricating oils, wheat flour, sulphate of copper, fertilizers and cement.

Currency:—The nominal unit, the gold **colón**, has been withdrawn from circulation. The minor currency is nickel (2 and 1 colones, 50, 25, and 2 centimos); copper, 10, 5 centimos. Notes of 2, 5, 10, 20, 50, and 100 colones are in circulation. The controlled exchange rate is C5.67 buying, to the U.S.\$ and C15.88 to the £; the free quotation was C8.80 to the dollar and C24.60 to the £ in January, 1951.

PUBLIC DEBT.

July 31, 1951 :—External, 363,100,000 colones ; internal, 218,400,000 colones.

Capital :—At the end of 1949, British capital invested in Costa Rica and quoted on the London Stock Exchange was £4,459,960. The average return in interest was 0.9 per cent. No interest was paid on £3,804,960.

POSTS AND TELEGRAPHS.

Mails by sea from the U.K. are sent *via* United States. The postage is 4d. the first oz. and 2½d. each oz. after. They take from a month to six weeks to arrive. Homeward mails are due about once a week. Air Mail from Great Britain, see page 28. Letters take about a week.

All America Cables & Radio, Inc., have stations at San José, Port Limón, and Puntarenas.

Wireless messages may be sent from the powerful station at San José or allied station at Puerto Limón, to all points of the world. These stations are operated by the Compania Radiografica Internacional de Costa Rica, affiliated with Tropical Radio Telegraph Company. The Government also operates a station at San José, which communicates with Mexico, Guatemala, and El Salvador. Compania Radiografica also operates international radiotelephone service to most parts of the world, as well as domestic radiotelephone service between the following cities : Puerto Limón, San José, and Puntarenas. The San José office for radiotelephone and radio-telegraph is in the Gran Hotel de Costa Rica.

WEIGHTS AND MEASURES.

The metric system is legal and is in general use. The following traditional measures are also in use, particularly in country districts :—

Lineal and Land Measures :—

1 vara = 33 pulgadas = 33 inches.

10,000 sq. varas (varas cuadradas) = 1 manzana = 1.72 acres.

1 hectare = 1.431 manzanas = 2.46 acres.

64½ (64.89 exactly) manzanas = 1 caballeria = 111.37 acres.

Dry Measures :—

For beans, maize, rice, etc.—

4 cuartillos = 1 cajuela.

24 cajuelas = 1 fanega = 400 litres = 10.9988 bushels.

Liquid Measures :—

1 botella = 1.179 pints.

5 botellas = 1 Spanish gallon = 120 liquid oz.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.

March 19 : Annual Holiday.

April 11 : Battle of Rivas.

May 1 : Opening of Congress.

August 2 and 15 : Annual Holiday.

September 15 : Independence Day.

October 12 : Columbus Day.

December 8 : Annual Holiday.

December 25 : Christmas Day.

Chief Days of the Catholic Church.

PRESS.

The principal San José newspapers are : "Diario de Costa Rica," "La Nacion," and the "Gaceta Oficial." "La Prensa Libre," and

"La Hora," evening newspapers.

Information for Passengers.

All persons entering Costa Rica have to provide themselves with passports and also with one of two classes of visa from a Costa Rican Consul. 1. Persons proposing to stay in the country not more than 30 days: a "Tourist" visa—renewable for two further periods of 30 days each, subject to approval of local authorities. 2. Persons proposing to stay more than 30 days. Visa fees are \$1 U.S. Currency or its equivalent for each visit. Cruise passengers are exempt from visa requirements but should carry passports.

Guidance for Commercial Travellers.

Besides a visaed passport, commercial travellers should carry identity certificates issued by a Chamber of Commerce attesting their status, and endorsed by a Costa Rican Consular Officer.

A license for the whole of Costa Rica can be got upon payment of a single fee, 8 colones for one year. Travellers must have identity certificates issued by a Chamber of Commerce attesting their status as commercial travellers. These certificates must be endorsed by a Costa Rican Consular Officer.

For U.S. \$5.00, British visitors can now get from the Aviation or Steamship Company by which they travel a "permit of limited residence," valid for 30 days. During this time, holders may engage in Commerce. This permit may take the place of visa and passport.

Samples of all kinds are subject to a Customs Tax of 10 centimos per kilogramme gross weight. A detailed list has to be presented to the Customs by the traveller or his agent, which is checked by the Customs officer and the value of the duty is calculated as though for imports: this value has to be deposited (or more generally, where the traveller is known, guaranteed by his agent), and on leaving, the amount deposited is returned after checking by the Customs at the outgoing port by comparison with the original list, and after deduction of the above-mentioned duty of 10 centimos and the duty on any of the samples which may have been disposed of with permission of the Customs. This arrangement is valid for six months. Travellers when unpacking or packing their samples should be careful not to throw away wrappings, etc., in order to avoid variations in gross weight.

The best time for a business visit is from May to July.

No special arrangements are required for touring the country. Practically all business is centralized in San José, while there are a few large importers in Port Limón who can be visited on arrival or departure. Visits from San José to Cartago, Heredia and Alajuela, where there are also some fairly large importers, can be made either by local train, bus service or by motor car. Any business in Puntarenas, Pacific port, can be done also on arrival or departure, or if necessary by train.

Entertaining, by means of dinner or lunch, costs about 10 colones a head, with wines, etc., extra. Light wines are not expensive, but liqueurs, champagne, etc., are high. Entertaining is not much in vogue in Costa Rica and usually consists in taking a customer to a hotel for an ordinary meal.

Tipping is not so general in Costa Rica as in other parts, and anyone keeping to the European custom of 10 per cent. of the hotel bill would be regarded as generous.

Intestinal disorders and malaria are prevalent. Eating and drinking should be done with care and moderately.

Cost of Living :—1936 100 ; 1950 (December) 283.48 ; August, 1951 291.63 Rentals stand a good deal higher.

A COSTA RICAN CALENDAR.

- 1530. Conquest by Spain completed.
- 1540. Becomes a province of the Vice-royalty of Guatemala.
- 1553. Cartago founded.
- 1666. Pirates raid the coast.
- 1821. Costa Rica declares its independence.
- 1823. Civil war. Capital transferred from Cartago to San José.
- 1824-39. Costa Rica a member of the Central American Federation.
- 1841. Cartago severely damaged by earthquake.
- 1848. An independent Republic set up.
- 1854. Railway construction begun.
- 1863. Costa Rica joined Guatemala and Nicaragua against Honduras and Salvador.
- 1871. Constitution promulgated.
- 1885. A defensive alliance made between Costa Rica, Nicaragua, and Salvador against Guatemala.
- 1897. Costa Rica joins the "Greater Republic" of Central America, of which Nicaragua, Honduras, and Salvador are members.
- 1898. Secedes from the "Greater Republic."
- 1900. Boundary dispute with Panamá settled by arbitration.
- 1911. Severe earthquake, Cartago. Gold Refunding Bonds issued.
- 1941. Declared war on the Axis.

Costa Rica is represented in London by a Consul-General (65 London Road, Stanmore, Middlesex), and by Consuls at Birmingham, Bristol, Cardiff, Glasgow, Northampton and Southampton. The Consul-General is Sra. O. Segrada de Wright.

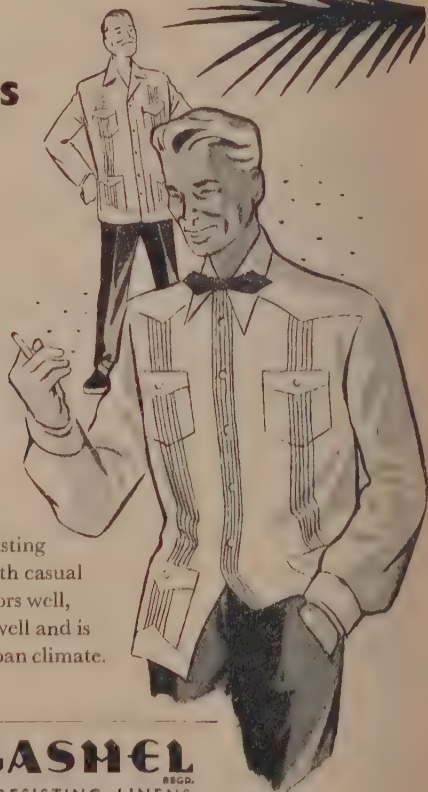
Great Britain is represented by a Legation and Consulate at San José, and a Vice-Consul at Port Limon. The Minister is H. B. Livingston.

The **United States** are represented by an Embassy and Consulate at San José and Vice-Consuls at Port Limón and Puntarenas.

IN CUBA MEN WEAR

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CUBA

Havana may normally be reached by direct steamer of the Pacific Steam Navigation Company sailing from Liverpool or by crossing to New York and taking the vessels of the United Fruit Company; or by taking the "all-rail" route via Miami and P. & O. Steamers, or by air from Miami. Through bookings via Jamaica and Bermuda are available on the Fyries Line. Most of the steamship lines are still suspended.

Air Services:—All the great air systems—Pan American Airways, Braniff Airways Inc., KLM, National Airlines, Inc., and British Overseas Airways Corporation, use Cuba as a focal point.

Numerous air routes start out north to Miami and the United States or south to Latin America and the West Indies. A subsidiary of Pan American Airways, the Compañia Cubana de Aviación, has several local Cuban services, and one to Madrid. Local services are also run by Aerolíneas del Norte, and Corporación Aeronáutica Antillana. Aerovías Internacionales flies weekly from Havana to Madrid and Paris. Enquiries will reveal a service to almost any destination.

Havana, the capital, has a population, including the suburbs, of 850,000. It is 210 nautical miles from Miami (Florida), and 1,166 from New York, whence there are regular steamers. The mean temperature is 76° Fahr., the average rainfall 43 in., and there are normally 106 rainy days in the year. The harbour is large and beautiful, two miles in length, one mile wide, and fully protected against storms. The hotels are first class, and the centres of amusement include a fine race course, an excellent bathing beach and numerous cabarets.

Havana is a metropolis in which the new merges agreeably with the old—the palaces, plazas, colonnades, towns, churches, and monasteries which moved J. A. Froude to liken the city to Castile. The parks are magnificent and give an almost continuous drive. The Prado, facing which is the fine Capitol Building, is a central parkway connecting Colón, Fraternidad, and Central Parks; beyond are the drives of Paseos La Reina, Carlos III, and Tacon. The Parque Central, with its laurels, poncianas, almonds, palms, shrubs, and gorgeous flowers is in the heart of the city and surrounded by clubs, hotels, and cafés.



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Morro Castle (built 1589), with the Cabañas Fortress (1763) behind it, is seen to the left of the harbour on arrival. Principe Castle, reached by tramcar, stands upon an eminence commanding grand views of the city and harbour. The Plaza de Armas, the starting-point of the two principal shopping streets, contains the Town Hall and La Fuerza, an ancient fortress. The seventeenth-century cathedral and a sixteenth-century Dominican convent are near. Vedado, the finest of the suburbs, is reached *via* the Malecon, a handsome sea-wall roadway.

The sights include the exciting game of *Jai-Alai* (pronounced high-a-lie), as it is played in the Basque Province.

The main industries are sugar, cigar and cigarette making, textile mills, brewing, packing and canning, bottling, the manufacture of cement, tiles, toilet articles, pharmaceuticals, also furniture, leather and shoes. There are machine shops and foundries.

Landing 1—Usually alongside.

Mail steamers of the P.S.N. Co., maintain a service from Liverpool (transit 13 days); a weekly service from New York is supplied by the United Fruit Co. Line. A freight car ferry or sea train service has been inaugurated between New York and Havana and New Orleans. There are regular passenger services from Continental ports, and during the winter season calls are made by numbers of touring steamers.

A short sea passage (12 hours) from Havana can be made twice a week by Peninsular and Occidental steamer to Miami (Florida East Coast Rly.), and Seaboard Airline Railroad (silver fleet). There are 20 planes a day to and from Miami (Florida).

Guide Books :—There are several locally produced guide-books to the city and to Cuba generally. The best of these are produced by the Cuban National Tourist Association. The "Blue Guide to Cuba," and "Motor Touring Guide to Cuba," are both good. The latter, an official handbook of the Automobile Club of Cuba, is particularly useful, for it gives details of all the best excursions from Havana.

Conveyances 1:—The taxi service is cheap and convenient; short rides within the city—Zone 1, in which are most of the big businesses and hotels—cost 10 cents for 2 persons, and 10 cents for each additional person. Cars can be hired by the hour at low charges. Trams and motor-buses are run on a basis of 5 cent fare.

British Embassy, Linea 500, Vedado; Consulate General 1:—San Pedro No. 16.

British Chamber of Commerce, Room 420, Royal Bank of Canada Building, Aguiar and Obrapia, Havana, (Apartado Postal 2642).

All America Cables & Radio, Inc., Cuba 66, Esq., O'Reilly. Branch office: Lonia del Comercio, Segundo Piso, Manzana de Gomez, entrance Calle San Rafael. National Hotel.

Cable and Wireless (West Indies) Ltd., Obispo 351.

Banks 1:—The Chase National Bank of the City of New York; the Royal Bank of Canada; the National City Bank of N.Y.; Bank of Nova Scotia; First National Bank of Boston.

Hotels 1:—Rates for Room with Bath. European Plan, meals extra. Charges are now higher than shown, but exact rates are not available.

Hotel.	Summer Rates. April 1st—Dec. 15th.		Winter Rates. Dec. 16th—March 30th.	
	Single rooms from :		Single rooms from :	
Nacional de Cuba	\$6.00	..	\$15.00
Sevilla-Biltmore	\$7.00	..	\$15.00
Plaza	\$5.00	..	\$8.00
Park View	\$5.00	..	\$16.50, all in
Gran Hotel	\$3.00	..	\$3.00
San Carlos	\$2.50	..	\$2.00
Presidente	\$5.00	..	\$8.00

In addition to the above there are numerous others offering good accommodation. The list is fairly representative of rate scales and types, and all are located in the heart of Havana proper, excepting the Nacional, which is on the edge of the city, and the Presidente, which is outside the city proper in the residential part of suburban Vedado. A complete list of hotels, and their listed prices, can be obtained by writing to "The Cuban Tourist Commission," Habana, and asking for a copy

(free) of the "Hotel Directory of Cuba."

Boarding Houses: There are a limited number of well-managed boarding houses in Havana catering for Americans. Rates are about the same as those charged by the American-plan hotels.

Golf: Havana Country Club (private); Rovers Athletic Club (British); Havana Biltmore Club (private).

Excursions: **MAHANAÓ**, ten miles west by rail or tram, with its beach, La Playa, **MATANZAN**, sixty miles east by rail, near Yumuri Valley, Caves of Bellmar, Hermitage of Montserrat. **ISLE OF PINES**, train to Barabano and steamer daily except Mondays, 80 miles, to Nueva Gerona. Two planes daily.

The Central Highway of Cuba, and other good roads, offer many attractions to those who travel into the interior by motor car. A *bona fide* tourist may enter his automobile in Cuba free of all duty. He is required, however, to sign a declaration at the Customs promising (1) to re-export the automobile within a period of 180 days from the date of entry; (2) not to sell or transfer ownership of the car without notifying the authorities so that the proper duties and taxes can be determined and collected. At the time of completed entry the tourist receives a free temporary special license permitting him to run his car for 180 days in Cuba. (Note: Entry of commercial traveller's automobiles to be used for business purposes is subject to quite different regulations.)

Clubs and Societies:—There are a large number of Freemasons, and there are Lodges in all communities. The Automobile Club has a large membership and a palatial clubhouse in Havana. The Vedado Tennis Club and the Country Club are important social institutions. The Yacht Club has headquarters at Miramar, the fashionable sea resort. The Union Club has an influential membership, the Jockey Club, the Athletic Club, the Casino Espanol, the Casino Deportivo de la Habana, the Miramar Yacht Club, the National Society of Veterans of the Cuban Army, and the Rotary Club are all important. The American Club has a residential clubhouse, of two storeys and a roof garden, in Havana.

There are two Clubs organized by English-speaking women, the "Women's Club" (initiation \$2.00, dues \$8.00 per year) and the "Mother's Club" (dues \$5.00 per year).

The Cuban public is very sport-conscious, and all branches of athletic and competitive sports have a large following. Public attendance is large at such games as baseball, soccer, and polo, while all during the year competitive meets in boxing, prize-fighting, horse racing, swimming, rowing and yachting, attract a large number of people. Facilities for athletics of all kinds are offered by various Clubs in and around Havana.

Santiago de Cuba, capital of Oriente Province, and second oldest city in the island, was founded by Velazquez in 1514. It has a population of 140,000. Santiago, 600 miles from Havana by Cuba Railroad, is also reached by road or daily plane. The approach by water is through a harbour entrance 180 yards wide, beneath the battlements of Morro Castle upon the summit of a rocky point 200 feet high. The seaward side of the promontory is precipitous; on the inner face, a long flight of crumbling steps, hewn out of the rock, leads to the water's edge.

Opposite Morro on the left is La Socapa, and within the harbour behind the Morro is the Estrella Battery. Beyond, on the left, is Cayo Smith (Smith Key), a small island once held by the British. It is a home of fisherfolk and pilots, and its red-tiled houses and small ruined chapel are picturesque. In a cove nearby Hobson sank the "Merrimac." Farther up the harbour is Cayo Ratones, and a small island, formerly the magazine for the ships of the Spanish Navy. On the right shore, amidst a grove of coconut trees, is the coaling station of Cinco Reales. Opposite are the summer homes of Santiago merchants.

Santiago Cathedral, the largest church in the island, is in the Hispano-American style, with two towers and a dome. The nave is very wide, and the side chapels are rich in marbles and fine mahogany. The principal shopping streets are San Tomás,

Enramadas, and Marina. There is a fine view of the harbour from the head of Marina Street. The Alameda is a popular avenue and drive in the lower part of the city, along the bay. The railway station on this avenue, to the north, is a handsome, concrete structure.

The town is the second most important commercial city on the island, and has a number of flourishing industries. Iron ore and manganese (at Cristo) are mined in this area.

How Reached :—Plane, train, 'bus from Havana. Santiago express leaves Havana nightly, 10.34. Reaches Santiago, 6.10 p.m. next day. Fare, \$14.36 single, \$20.83 return, plus \$5.00 each way sleeper. Week-end ticket, from Thursday to Wednesday, \$15.90. No dining car, but hot meals served from buffet. 'Buses leave 3 times daily. Daily air service from Havana. Time, 4 hours.

Hotels :—Casa Granda (\$2-3, summer and winter, single, excluding food).

All America Cables & Radio, Inc., Aguilera 151.

Cable and Wireless (West Indies) Ltd., Aguilera Baja 113/115.

OTHER TOWNS.

Antilla, on the north coast of Oriente Province, a northern terminus of the Cuban Railroad, has extensive docks with deep water, in an admirable natural harbour, Nipe Bay. The City is on a promontory jutting from the north into Nipe Bay. Population, 5,786. Principal export, sugar.

Hotels :—Antilla, Miramar.

Batabanó, on the south coast, 36 miles by rail or road from Havana, is the port of departure for the Isle of Pines (80 miles). The actual port is at Surgidero, one mile from the city. There is a regular tri-weekly service of steamers to the Isle of Pines. Sponges are fished off this port, and giant turtles are caught. Population, 3,177.

Hotel :—Cervantes.

Bayamo, is in the Province of Oriente, 80 miles from Santiago de Cuba, and 25 miles from Manzanillo. It can be reached either by rail or Central Highway. Its population of 16,161 is dependent upon various agricultural industries, for the town lies at the heart of a great cattle raising district.

Hotels :—Telegrafo, New York.

Camaguey, population 155,827, is 350 miles by rail from Havana, 250 from Santiago, and 45 from Nuevitas, its chief port. The capital of its Province, and one of the most picturesque of Cuban towns, it has many medieval buildings. It lies at the centre of a large cattle farming and agricultural district, and is an important distributing point. It lies on the Central Highway, and branch railway lines run to Nuevitas and to Santa Cruz del Sur, the centre of the south coast timber industry.

Hotels :—Gran Hotel ; Plaza ; Colon.

Cardenas, population 37,059, is on the north coast 109 miles by rail from Havana and 41 from Matanzas, in a sugar-growing district. In commercial importance the port ranks fourth in the island. A short distance away is the summer resort, Varadero, where the water changes from a deep indigo blue to a lovely emerald green and the gleaming sands look like gold dust. Exports sugar and sisal fibre.

Hotel :—La Dominica.

Ciego de Avila, in the Province of Camagüey, 17 miles from the port of Jucaro, on the southern coast, is 315 miles from Havana by railway or Central Highway. Population, 23,802. The town is a railway junction in the heart of a big sugar growing district.

Hotels :—Plaza, Rueda, Sevilla.

Cienfuegos, 230 miles by rail from Havana, sugar port, is a modern city on the south coast, picturesquely laid out, and the third most important commercial city in Cuba. It has a magnificent bay, 20 miles long, and one of the finest plazas on the island. The Castillo de Jagua, near the entrance to the harbour, is a relic of old Spain, erected as a protection against the pirates of the Caribbean Sea. The bay gives views of the Trinidad Mountains, which rise 3,000 ft. Population, 52,910. There are excellent facilities for sport of all kinds, including yachting, tennis, and bathing. A road, 27 miles long, connects with the Central Highway. The neighbouring territory is wholly agricultural, producing sugar, coffee, tobacco, and cattle. Not far from the town is the Arnold Arboretum, where Harvard students are trained for tropical work.

Hotels :—San Carlos, La Suiza, Union, Bristol.

Cable and Wireless (West Indies) Ltd., Electra House, Marti 21 Esquina Sta. Clara.

Guantanamo, a considerable sugar centre, 20 miles inland from its port, Caimanera (in Guantanamo Bay), is the U.S. naval station in south-eastern Cuba. It is 41 miles from Santiago, whence it may be reached by road, rail, or plane. Population, 42,423.

Hotel :—Washington.

Manzanillo, population 36,295, standing on the Gulf of Manzanillo, in the south-east of the island, is 487 miles by rail from Havana, and 112 from Santiago. The town is commercially important and is reached by regular coasting steamers. Its situation is low, and its climate hot. Exports : Sugar and molasses.

Hotels :—Inglaterra, Casa Blanca.

Matanzas, a sugar port of decreasing importance, is on the north coast, 63 miles east of Havana, and has a good sheltered harbour. Population, 54,844. The town is well laid out, with handsome plazas and boulevards ; the Paseo is one of the features. The Bellamar Caves, on a plateau, 1½ mile away, are of a wonderful crystalline formation, with narrow passages and a " Gothic Temple " hall, 250 ft. by 80 ft. The view of the Yumuri Valley from the hill makes a magnificent prospect. Miguel de los Baños, a popular spa, is 30 miles away. A free port zone was created in 1934. It can be reached from Havana either by rail or by the Central Highway. There is an important rayon factory.

Hotels :—Paris, Velasco.

Nueva Gerona, upon the Isle of Pines, a port due south of Havana, is approached by steamer from Batabano and plane direct from Havana. Bathing, boating, fishing, and motoring through the groves of fruit trees and fields of pineapple are the attractions offered to travellers. Population, 2,935.

Hotels :—Anderson's, San José.

Nuevitas, on the north coast in Camagüey Province, in the eastern half of the country, has a large and thoroughly sheltered bay.

Pastelillo, the terminus of the Cuba Railroad, and Puerto Tarafa, the terminus of the Cuba Northern, are on the outskirts of the town. Together the ports handle the large part of the sugar crop. Population, 11,304. Chrysine ore is mined in the district.

Hotels 1—Palmero, Quinta, Mitamar.

Pinar del Rio, famous for the best cigars and Vuelta Abajo leaf tobacco, is 107 miles by rail or Central Highway westward from Havana. It lies on a gentle slope which stretches away 20 miles south-west to the Caribbean. The population is 26,241. A visit should be paid to Viales, 17 miles by road, to see the unique scenery of the deep Viales Valley.

Hotels 1—Ricardo, Globo.

San Diego de los Baños, near Paso Real railway station, is about 40 minutes by motor from Havana. The sulphur springs are of high repute. The social season is from mid June to mid September.

Hotels 1—Cabarrony, Saratoga.

Sancti Spiritus, population 104,578, is 240 miles by rail or Central Highway from Havana; a centre of the cattle, sugar, and tobacco trades.

Hotels 1—Plaza, Isla de Cuba.

Santa Clara, capital of its province, and important as a sugar and tobacco centre, is 180 miles east of Havana by United Railways or Central Highway. The city is served also by rail to Cienfuegos (41 miles), its port. The city is beautifully situated 167 ft. above sea level, encircled by weathered and rounded hills of coral rock. It has an attractive central park, faced by hotels and public buildings. The population is 122,241. The railway to Trinidad passes through the finest scenery in the island, and the trip is well worth while for the views alone.

Hotel 1—Central.

Trinidad, a very picturesque old city founded in 1514, is the centre of a rich agricultural region. It is reached by train (45 miles) from Santa Clara, through romantic mountain scenery and along the navigable Agabama river. Trinidad is nearly 1,000 ft. above the sea, 3 miles away, and the climate is delightful. The house in which "Stout Cortés" lived is still standing. Population, 18,481.

Hotels 1—Trinidad, Canada.

PHYSICAL FEATURES.

Cuba, the largest island in the West Indies, has an area of 44,218 square miles, and a length, east to west, of 750 miles. The general width of from 50 to 60 miles leaves no point far from the sea, and the coast has a remarkably large number of good harbours and anchorages. As the island lies across the entrance to the Gulf of Mexico, these roadsteads make Cuba of great strategic importance. The coast line exceeds 2,000 miles. At its nearest point, Cuba is only 90 miles from Key West, Florida.

The six provinces are Havana, 3,174 square miles; Pinar del Rio, 5,212 square miles; Matanzas, 3,260 square miles; Santa Clara, 8,260 square miles; Camagüey, 10,070 square miles; Oriente, 14,188 square miles.

Pinar del Rio Province, in the west, is rich in minerals and grows the finest tobacco, especially in the Vuelta Abajo district. The foothills and valleys of the Cordilleras de los Organos are highly pro-

ductive. Havana province is thickly settled, with flourishing plantations and farms and many prosperous towns. Matanzas province is highly cultivated, notably with sugar, and well populated. The Yumuri Valley, a reserved area of rich tropical scenery, and the mammoth caverns of Bellamar, attract thousands of tourists. Las Villas Province, also known as Santa Clara, has large sugar and tobacco plantations, and rich grazing lands. Cienfuegos, the chief port, has a harbour eleven miles across. Santa Clara, Sancti Spiritus, and Trinidad, are important and historic cities. The character of the country changes rapidly farther east. Camagüey has sugar plantations, rich grazing lands, important forest areas, and large fruit farms.

The province of Oriente has sugar and other plantations and an important fruit industry in the north. The Baracoa region is famous for natural wonders, cascades, limestone caverns, and petrified remains. There is a group of ports on the north coast in a large trident bay: Banes, Antilla (the north-eastern terminus of the trunk railroad with fast steamers to New York for fruit and tourists), Nipe, and Cabonico. The southern area of Oriente is heavily wooded and mountainous with the Sierra del Cobre, and virgin forest extending over many rugged peaks of the Sierra Maestre, which are piled in a rugged, picturesque barrier near the coast. Santiago, the capital, and Guantanamo, are based on enormous land-locked harbours shut in by mountains. Mount Pico Turquino, 8,400 ft., the highest point in the island, is in this province.

The **Isle of Pines**, 80 miles off Batabano, on the south-western coast, is reached from Havana by train to Batabano and on by overnight steamer; or by plane. The island, of 1,180 square miles, has a population of 10,165, chiefly occupied in cultivating grape fruit and winter vegetables. The soil is largely owned by American citizens.

The **climate** is equable and generally healthy, with 60°–98° Fahr. as the extremes of temperature. Stringent sanitary reforms have made Cuba one of the healthiest countries in the world, with a death-rate of 12.03 per thousand; it is now the most fashionable winter resort for Americans.

The heat in Cuba is tempered by the prevalence of the North-East Trade Winds, and the midday summer heat gives a lower average than in similar latitudes on the mainland. The nights are generally cool. The summer rainy season, from May to October, is marked by heavy thunderstorms, and periodic deluges with intervals of brilliant sunshine. The rainfall averages 50 in. annually in coastal regions, 60 inches in the interior.

The cooler dry season, which is not rainless, runs from November to April. This is the best time of the year for a visit.

The **population**, on Dec. 31, 1948, was estimated at 5,195,000, of whom about 201,177 were foreigners. The majority of the inhabitants are of the white race, descendants of Spanish colonial settlers and immigrants. Along the sea-coasts and in certain Provinces (Oriente in particular) there are many negroes and mulattoes. Habana, the capital and by far the most important

commercial city, has a cosmopolitan population including considerable numbers of Americans, Central Europeans, Spaniards, Hebrews, Chinese, and other nationalities. There is a large inflow of visitors in the months November to March. A fourth of the population lives in Havana Province, which has 7 per cent. of the land area. There were 200,000 visitors in 1920.

GOVERNMENT.

The preamble of the constitution of 1901 declares the country an independent sovereign State under the Republican form of government, exerted by three powers, Legislative, Executive, and Judicial. Certain legal servitudes upon her sovereignty were abrogated by a fresh treaty with the United States in May, 1914, under which Cuba received untrammelled political freedom. A new constitution was promulgated in 1940. The State is given almost limitless power to intervene in industry, commerce and agriculture; power for the sub-division of estates is given, equality of rights for coloured people and whites provided for, as well as old age insurance and a 44½ hours working week. It also provides for a parliamentary system with a Premier appointed by the President. Women have votes.

Legislative power is exerted by Congress—the House of Representatives of 118 members elected for four years, and a Senate of six members from each province, sitting for eight years.

The president is elected for a term of four years, without right of re-election until eight years have elapsed.

The Supreme Court is in Havana. There is a Court of Appeal at the capital of each province. The provinces are divided into judicial districts, each with judges for civil and criminal actions. In addition, there is in each municipality a corrective court for minor offences.

Article 24 of the Civil Code guarantees foreigners the same rights as Cubans in respect to law, property, and protection of interests.

All religions enjoy an equal status. There is no State church. Roman Catholics largely predominate.

The language is Spanish, but English is widely understood.

In March, 1912, General Fulgencio Batista deposed the President and formed a new Cabinet, directing the Government as its Prime Minister. The deposed President was Sr. Carlos Prío Socarras.

NATURAL RESOURCES.

Cuba is much the most important single source of cane sugar. The situation is especially favourable, the cost of production is fairly low, and the technical equipment in the more modern of the 150 sugar mills is first class. The chief sugar districts are Oriente, Camaguey, Santa Clara, and Matanzas. The planters are known as "colonos," and usually work from 500 to 1,000 acres. The success of the crop

depends largely upon the climate during the months September to November. The sugar grinding season extends from mid-January for four to six months. The sugar land under cultivation is over 3,000,000 acres. Sugar, molasses, and syrups account for more than 95 per cent. of the total exports by value.

Sugar refining is carried on by American companies for the domestic and export markets, but the larger part is exported unrefined in bags of 325 lb. each. Some 57 per cent. is exported to the States. Home consumption is about 300,000 tons.

In 1951 the unrestricted production was 6,348,368 short tons (6,127,000 short tons in 1950), besides 288,625,358 gallons of black-strap molasses. Export, 1950—5,105,600 long tons. Value of sugar and molasses export, 1950—\$608,900,000.

Associated with the sugar industry is the manufacture of industrial alcohol and spirits from molasses. Production, in 1950, was 84.6 million litres of alcohol, and 58.9 million litres of anhydrous alcohol. Alcohol, brandy, and rum are exported.

Cuban tobacco, especially in the form of Havana cigars, enjoys a unique reputation. The Vuelta Abajo leaf, grown in the western part of the island and employed principally in Habana factories, is the most famous. Vuelta Arriba (from Pinar del Rio) or Remedios (mainly Las Villas Province) is the most largely exported. Very many grades of each are recognized. The crop is planted in early November and harvested in early January, when it is stored in sheds to dry; thereafter to be sorted, packed, and prepared. Probably 40% of the crop is used at home, and much the larger part of the balance exported to the United States. Dry seasons reduce the quantity considerably but improve the quality.

The exports of tobacco and tobacco products were valued at \$29,785,015 in 1949 and \$30,575,143 in 1950. About 27 million lb. of the exports are leaf, with 20.4 million cigars and 22.6 million cigarettes. Tobacco is 4.7 per cent. by value of total exports.

Production was 52.6 million lb. in 1949, and 92.3 million lb. in 1950.

Fruit and Vegetables, ranking next in commercial importance to tobacco, are grown largely for the United States market. Grape fruits in the Isle of Pines, for example, ripen earlier than upon the mainland, and so find ready sale. Vegetables, mostly from the Provinces of Habana and Pinar del Rio, are shipped from November to May. The entire crop is handled by the port of Havana. Tomatoes are the largest item (70 per cent.).

Pineapple production was 245,000,000 pounds in 1951, or 14 per cent. more than in 1950. Pineapples are exported fresh, canned, or brined to a total value, in 1950, of \$3,325,000. Oranges, bananas, grape fruit and avocados are also exported. About 111 million lb., of fruit and vegetables are processed annually. Total fruit exports, 1949—74,266 m. tons, value \$6,509,351.

Coffee growing, once a source of wealth, especially in the eastern half of the island, does not now meet local needs. About 150,000 acres are planted, yielding, in 1950-51, 547,000 bags of 60 kilos. Local consumption is 642,000 bags.

Cacao is grown in the provinces of Oriente and Santa Clara. Annual production is 8 million Spanish pounds. Export of cacao products, 1950—(value) \$546,000.

The **Rice** crop is about 110,000,000 lb., or 20 per cent. of what is required. Cuba produces 68 million lb. of beans, and consumes 215 million lb. It usually grows enough maize for itself, but has to import potatoes to supplement the crop.

Cuba is 60 per cent. dependent on imported fats and oils. Castor oil production is normally 1,000,000 lb. In 1950 only 2,100,000 lb. of peanut oil were produced.

Henequen is planted upon some 37,800 acres, and there remain 8 million acres suitable for this crop. The production of raw henequen fibre was 15,000,000 pounds in 1949. Two-thirds of this production is in the Manzanillas Cardenas area, on the north coast of Manzanillas Province, some 60 miles from Havana. About 10,800 m. tons of rough fibre and 1,100 m. tons of finished products, (cord, twine, and rope), were exported in 1949.

Bees find abundance of flowers throughout the year, and the **honey** harvest is probably 11 million lb. Export of honey, 1950—6,800,000 lb., value \$420,000.

There are 4,000,000 head of **cattle** in Cuba (estimate made in 1951). The succulent parana grass is practically inexhaustible, and there are large ranches in the eastern districts, though cattle and horses are also raised in the other provinces. There were 487,483 horses, 83,005 mules, and 2,407 asses in 1937. The 1945 census showed returns of 600,173 hogs, and 114,386 sheep. Annual slaughter is about 600,000 beef cattle and 235,000 hogs.

There is a considerable production of milk, butter, and cheese, but there are imports of all three. Two milk condensing factories supply part of the local consumption. Cuba is largely self sufficient in meat, with the exception of pork.

Export of salted cattle hides has fallen from the pre-war average of 250,000 pieces to almost nothing.

Sponge fishing is centred on Batabano, on the south coast of Havana province. Production has fallen from 13 million in 1930 to about 480,000. Turtle shell and mother-o'-pearl are also exported.

Timber:—About one-sixth of Cuba can be termed forest land, and the best of it is in the provinces of Camaguey and Oriente. The principal and most valuable Cuban woods are : Cedar, mahogany and "mangui" (of the linden family).

The cedar wood, used for cigar boxes and pencils, is locally produced. There are about 15,000,000 acres of forests rich in hard and cabinet woods, many of them resistant to white ants.

Local lumber production is about 2½ million board feet. Some is exported. Cuba imports some 50 million board feet.

MINERAL WEALTH.

Most of the minerals produced are exported.

Copper :—There are mines at Matshambre and Pinar del Rio. Production is at the rate of 400,000,000 lb., of pure copper annually.

Export was 47,381 m. tons. value \$5,379,500 in 1948, and 55,444 tons in 1949.

Manganese :—Cuba now ranks next to Brazil among South American republics as a producer. Production of metallurgical manganese ore is now at the rate of 10,000 long tons a month.

Iron deposits are said to amount to 3½ billion tons, of which 93 per cent. are natural alloy ores. About 90 per cent. of these ores are held in reserve by U.S.A. steel companies. Ores are said to average 1.75 per cent. chromium. Export of hematite and magnetite, 1948—35,052 m. tons ; 1949—12 m. tons.

Production of refractory chromite, 1949—92,287 long tons ; of metallurgical chromite—3,543 long tons. Export of refractory chromite, 1949—86,131 tons.

Other minerals produced and exported are barite, silica, lead-zinc concentrates, and gold.

Petroleum :—Present production of petroleum products is confined to natural gasoline at Motembo, 68,000 barrels or so ; light-gravity oil at Jarahueca, about 112,000 barrels ; and asphalt from small mines in Pinar del Rio and Santa Clara.

Silver has been found in Giusa (Bayóma). Asphalt occurs throughout the island, and hard asphalt from the Bay of Mariel is exported to England for roadway use.

There are 24 official sea-salt works in operation, and there is some clandestine production. The annual production is between 160 and 180 million pounds.

INDUSTRIAL DEVELOPMENT.

Local Industries may be divided into two groups. (A) Those using native grown materials. (B) Those using imported raw materials. Group A includes cigars and cigarettes, sisal rope and twine, furniture, jerked beef, dairy produce, canned fruits and lobster, cement, bricks and tiles, alcohol and rum, soft drinks, sponges, and starch. The distilling industry is increasing rapidly. A new vegetable oil industry is concentrated mainly in peanut and castor oils.

Group B includes paint, soap, perfumes, toilet preparations, hats (straw and felt), paper and cardboard, tin containers, hosiery and knit goods, cotton goods, matches, clothing, boots and shoes (native hides are used only for soles), aluminium ware, biscuits, mineral waters (made with imported essences), cotton piece goods (greys and denims), blankets and towels, breweries. Rayon goods are woven and knitted in two factories. Rubber tyres, tubes, and footwear are manufactured. Cotton-textile mills (40,600 spindles) supply 70 per cent. of Cuba's requirements. One factory turns out rayon (viscose) yarn.

Group A is heavily protected by import tariffs, embargoes and quotas, and Group B is often permitted to import its raw materials free of duty.

Consumption of electric power totalled 451,000,000 k.w.h. in

1946, as against 336,000,000 in 1944.

				IMPORTS.	U.S. Currency	EXPORTS.
1947	..	..	..	\$519,900,000	..	\$746,000,000
1948	..	..	..	\$527,450,000	..	\$706,870,000
1949	..	..	..	\$531,100,000	..	\$716,100,000
1950	..	..	..	\$470,000,000	..	\$612,000,000

In 1948 the U.S.A. supplied 83.2 per cent. of the imports, and took 61.2 per cent. of the exports. The U.K. takes 12.1 per cent. of the exports.

Foreign Capital:—The amount of British capital invested in Cuba and quoted upon the London Stock Exchange in 1949 was £24,345,020; £21,405,020 in railways, and £840,400 miscellaneous. Average interest was 0.7 per cent. No interest was paid on £22,405,020. (*South American Journal*).

Public Debt:—The total public debt of the Cuban Government on Dec. 30, 1948, was \$166,457,000, of which \$80,440,000 represents the foreign debt.

Roads and Railways:—The principal railways are the United Railways of Havana and the Cuba Railroad. The former has 1,008 miles of line and its system covers Pinar del Rio, Matanzas, Havana, Santa Clara, and a district west of Santa Clara. The latter has 1,320 miles, serves the provinces of Santa Clara, Camaguey and Oriente, and conveys three-quarters of the sugar crop. The public railways have 3,500 miles in operation.

The 700 miles long Central Highway from the western extremity, Cape San Antonio, runs to Santiago in the east, with branches to the several ports. It runs through Pinar del Rio, Havana, Matanzas, Santa Clara, Camaguey, and Santiago de Cuba. There are 2,300 miles of highway in Cuba (2,000 with paved surfaces) and 1,500 miles of cart roads.

CURRENCY, WEIGHTS, AND MEASURES.

The circulating media are silver coins, silver certificates backed by a reserve of silver coins, and American currency. The coins in circulation are the silver peso, silver coins valued at 40, 20 and 10 centavos; and nickel pieces of 1, 2, and 5 centavos. Cuban paper money, redeemable in silver, is in denominations of 1, 5, 10, 20 and 50 pesos. Cuban silver and paper money is nominally at par with United States currency.

The metric system is in use generally, but the following measures are employed, chiefly in the sugar industry:—

<i>Solid.</i>		<i>Equivalent.</i>	<i>Metric.</i>
British, 1 pound		16 lbs.	460 grams.
Spanish, 1 arroba		25 lb.	11.35 kilograms.
British, 1 ton		2,240 "	1,030.61 kilograms.
Cuban, 1 quintal (4 arrobas).		100 "	46.01 "
<i>Liquid.</i>		<i>Equivalent.</i>	<i>Metric.</i>
American, 1 gallon		—	3.78 litres.
Cuban, 1 bocoy		1.75 American gallons	66.40 "
Cuban, 1 pipa		120 "	476.04 "
Linear. —Cuban, 1 caballería = 324 cords, 33.10 acres, or 13.42 hectares.			
Spanish, 1 vara = 33.4 inches.			

THE PRESS.

The principal DAILIES are:—"Havana Post" in English, "Diario de la Marina," "El Mundo," "El Crislo," "Avance," "El Pais." The "Gaceta Oficial" is the official gazette.

WEEKLIES:—"Bohemia," "Carteles."

MONTHLY:—"Social," "Grafos," "Neptuno," "Cuba Importadora e Industrial," "Cuba Automovilista," and many others.

POSTS AND TELEGRAPHS.

There are over 500 post offices in the island, and 260 central telegraph offices. The telephone and telegraph systems are very well developed. Cable & Wireless (West Indies) Ltd., places Cuba in telegraphic communication with all parts of the world through its offices at Cienfuegos, Havana, and Santiago. All America Cables and Radio Inc., provides communications with all parts of the world through its stations at Havana, Santiago and the U.S. Naval Station, Guantanamo Bay. There is a telephone service to and from Britain.

Outward mails are dispatched *via* the United States, and the service is the same as to the United States. Homeward mails due about three times a week. Postage: from U.K., 4d. for one ounce, and 2½d. each ounce after. From Cuba to U.S., 3 cents per ounce or fraction thereof; air-mail, 10 cents per ½ ounce.

Air Mail from the U.K. is sent *via* the U.S.A., see page 28.

Broadcasting:—There are many broadcasting stations, of short and long waves, with very attractive programmes, artistic and educational. There are two **television** stations in Havana.

NATIONAL PUBLIC HOLIDAYS.

January 1: New Year.

February 24: Revolution of Baire, 1895.

May 1: Labour Day.

May 20: Anniversary of the Proclamation of the Republic (1902).

October 10: Revolution of Yara, 1868.

October 12: Anniversary of the Discovery of America, 1492.

December 7: National Homage to those who died for the Independence.

Christmas Day, Good Friday, and Maundy Thursday (half-day).

Guidance for Travellers.

Visitors to Cuba must have a valid passport and a visa from the nearest Cuban Consulate. The Cuban Consul may be obliged to submit a British application for a visa to Havana for approval. In practice it is best if the application is simultaneously supported at Havana by a local agent of the applicant. If no agent has been appointed, H.M. Consul-General in Havana can often be of use if full details of the case are submitted to him. When he arrives in Cuba the visitor should have a visa or an entry permit for travelling to another country or a re-entry permit to his own country.

Note: A visitor from Britain no longer needs a visa for a short stay.

Commercial visitors from the United Kingdom are required to register with the police authorities and, if remaining in Cuba for more than ninety days, to take out a Foreigner's Carnet of Identification, for which there is a small charge. Such visitors may stay in Cuba for six months and may secure an extension for a further six months.

Travelling representatives are not required to pay any tax or licence provided that they do not establish an office or place of business. Travellers usually work with their firm's local agents and use their offices ; this practice is strongly recommended.

A recent decree requires all foreigners visiting Cuba for the purpose of selling merchandise on behalf of their principals to register at the Ministry of Commerce. Registration will be gratis. The Ministry will issue a Certificate of Inscription and Identification.

Travellers' samples are admitted free of duty only when they are obviously of no commercial value. In other cases, the duty must be deposited, but is refunded if the samples are shipped within three months, or six months if an application for extension is made.

The Commercial Relations and Exports Department, Board of Trade, issues "Hints to Business Men visiting Cuba, the Dominican Republic, and Haiti." It is free on application to Thames House North, Millbank, S.W.1.

The cost of living index, taking 1937 as 100, was 428 in December, 1949.

Health.

No extraordinary precautions or safeguards are necessary for the preservation of health, but some residents consider it desirable to be inoculated against typhoid fever. Malaria is common in many parts of Cuba. It is important, however, to exercise care in the selection of foodstuffs, especially green vegetables to be eaten in an uncooked state. Drinking water also should be selected with care. Some foreigners prefer to drink only bottled water, which is available at \$0.40 per 5 gallon container. Domestic and imported mineral waters are also available. In general new arrivals should adopt those living habits and customs deemed most advisable by other foreigners long resident in Cuba.

Clothing:—Men : Linen, white drill, cotton and silk, palm beach, and cotton suitings are by far the most popular materials for men and are worn with comfort in the Cuban climate. White clothing is considered appropriate for both day and evening wear. During the four winter months light-weight woollen and tropical worsteds are in vogue. Straw hats are worn for about eight months of the year, and during the winter months many light felt hats are seen.

A CUBAN CALENDAR.

- 1492. Columbus on his first voyage discovers Cuba, which he named Juana : named Cubanacán by the natives.
- 1511-24. Diego Velazquez founds settlements.
- 1516. Las Casas arrives in Cuba as "Protector of the Indians."
- 1519. Havana founded.
- 1762. Havana captured by the English under Lord Albermarle and Admiral Pocock.
- 1763. Havana restored to Spain by the Treaty of Paris.
- 1818. Cuba opened to the trade of the world.
- 1850. Invasion by General Lopez and a body of Americans.
- 1854. Purchase of Cuba recommended by United States envoys.
- 1868-78. Rebellion against Spanish rule.
- 1886. Slavery finally abolished.
- 1895-98. Further rebellion against the Spaniards.
- 1898. U.S.A. battleship "Maine" blown up in Havana Harbour ; Havana occupied by United States troops. First Cuban autonomous Congress opened by General Blanco.
- 1902. Cuba declared an independent Republic.
- 1903. Permanent treaty between Cuba and the United States signed.

- 1906. Rebellion headed by General Gomez.
- 1906-08. Intervention by United States at the request of President Palma.
- 1909. Inauguration of the second Republic.
- 1917. Cuba declared war on Germany.
- 1919. Joins the League of Nations.
- 1925. United States relinquishes claim to Isle of Pines.
- 1928. Constitutional amendments.
- 1931. Unsuccessful risings.
- 1932. Tidal wave sweeps southern coast.
- 1933. President Machado deposed.
- 1934. New treaty with the United States.
- 1941. Declaration of war on the Axis.

Cuba has an Embassy at 20 Hyde Park Gate, London, S.W.7 ; Consuls-General at London (329 High Holborn) and Liverpool ; a Consul at Glasgow ; and Consular-Agents at Newcastle, Nottingham, and Birmingham. The Ambassador is Dr. Roberto G. de Mendoza.

Great Britain has an Embassy at Havana (Linea 560, Vedado), and a Consulate. There is a Vice-Consul at Santiago de Cuba, and a Consular Agent at Camaguey. The Ambassador is Adrian Holman, C.M.G., M.C.

The **United States Government** maintains an Embassy and Consulate General in Habana, and Consulates at Matanzas, Cienfuegos, Santiago de Cuba, Antilla and Nuevitas.

DUTCH GUIANA

OR SURINAM.

Communications :—The Royal Netherlands Steamship Co., plies between Amsterdam and Paramaribo, and New York and Paramaribo with calls at Madeira, the Azores, Curaçao, Aruba, different Venezuelan ports, Trinidad, Barbados and British Guiana. The Alcoa Steamship Co., plies from New Orleans or Mobile and from Trinidad to Paramaribo and vice versa, calling at several Caribbean ports. The Prosters Baiz Navigattion Co., Ltd., at Willemstad, Curaçao, has a monthly service between Curaçao and Surinam.

The Surinam Steamship Co., has a service between Paramaribo, *via* Nickerie, to Georgetown, and between Paramaribo and Cayenne. There are local sailings from Paramaribo to Nickerie and Albina, and up the Surinam—Commewyne—Cottica (Moengo)—Saramacca—and Nickerie rivers.

Air Services :—Pan American World Airways has regular services : for passengers three times a week New York-Buenos Aires *via* Paramaribo v.v. calling at various airports in the Caribbean ; for cargoes with cargo clippers twice a week Miami-Rio de Janeiro *via* Paramaribo v.v.

K.L.M. (Royal Dutch Airlines) have regular services : twice a week between Paramaribo and Curaçao, once *via* Georgetown (British Guiana) and once *via* Trinidad v.v. ; twice a week from Curaçao *via* New York to Amsterdam and once a week from Amsterdam *via* Dakar-Paramaribo-Curaçao to Caracas v.v.

The Brazilian Airline at Rio de Janeiro : Empresa de Transportes Aerovias Brazil, maintains a regular service twice a week between Rio and Miami *via* Paramaribo. The Italian LATI has a service, once a week, Rome-Paramaribo-Caracas.

The airport is at Zandery, 30 miles south of Paramaribo, near the railway.

Dutch Guiana, or Surinam, lies on the north-eastern coast of the South American continent, between $1^{\circ} 50'$ and $6^{\circ} 7'$ N. Lat. and between $53^{\circ} 59'$ and $58^{\circ} 2'$ W. Long. To the north it has a coast line on the Atlantic ; it is bounded on the west by British Guiana and on the east by French Guiana. Brazil is to the south. Its area is estimated at 55,000 square miles or about five times the size of the Netherlands.

The river Corantyn, with the Coeroeni and the Koetari rivers form the western, and the Marowynne, the Lawa, the Litani and the Koelé-Koélé creek the eastern border. The Brazilian frontier was finally settled in 1936-1938. The principal rivers in the country are the Surinam, the Commewyne (with its tributary, the Cottica), Coppename, Saramacca and Nickerie. The country is divided into topographically quite diverse natural regions : Lowland, savannah, and highland.

The northern part of the country consists of lowland, with a width in the east of 25 kms., and in the west of about 80 kms. The soil (clay) is covered with swamps with a layer of humus at the bottom. Marks of the old sea-shores are to be seen in the shell and sand ridges, overgrown with tall trees.

There follows a slightly undulating region, from 30 to 50 kms., wide. It is mainly savannah, mostly covered with quartz sand, and overgrown with grasses, herbs, shrubs and lighter wood.

South of this lies the interior highland, consisting of hills and mountains, almost entirely overgrown with dense tropical forests

and intersected by streams of all sizes. At the southern boundary with Brazil there are again savannahs. These, however, differ in soil and vegetation from the northern ones.

Communication with the interior is mainly by river, but unfortunately their upper courses are often broken by difficult rapids and falls.

The draught of vessels entering the harbour is limited by the bars. At low water springs the clearance over the bar for the Surinam River is $11\frac{1}{2}$ feet, and at high water springs some 20 feet. The Surinam River is navigable 17 miles inland to Paramaribo, and another 21 miles to Paranam. The Nickerie River is controlled by a bar of $6\frac{1}{2}$ ft., l.w.s., and is navigable for 60 miles; the Coppename by a bar of 7 ft., l.w.s., to the Wayombo; the Corantyne by a bar of $11\frac{1}{2}$ ft., l.w.s., and is navigable 70 miles inland. The Commewyne up to Casewinica, and the Cottica up to Moengo, are controlled by a bar of 10 ft., l.w.s.

There is a Dutch company's service of steamers and motor-boats on various rivers, and a few privately-owned schooners and cutters are used mostly for coastal transport.

The **train** service, a 1 metre gauge railway, was originally intended to open up the gold-fields, but is now chiefly used for carrying agricultural products, timber, and passengers. Trains run daily as far as Onverwacht ($29\frac{1}{2}$ k.m.), twice a week to Republiek (42 k.m.), once a week (the so-called gold train) to the goldfields, and three times a week there is a motor-trolley to Kabelstation (133 k.m.).

The **climate** is tropical and moist, but not very hot, since the north-east trade wind makes itself felt during the whole year. In the coastal area, the temperature varies on an average from 73° to 88° F., in the course of the day; the annual mean is 81° F., and the monthly mean ranges from 79° to 83° F., only. The mean annual rainfall is about 92 inches for Paramaribo and 76 inches for the western division. The seasons are: minor rainy season, November-February; minor dry season, February-April; main rainy season, April-August; main dry season, August-November. None of these seasons is, however, usually either very dry or very wet. The degree of cloudiness is fairly high and the average humidity is 82%. The climate of the interior is similar, with higher rainfall, but few data are available.

The **population** is about 221,000 (December 31st, 1950). It consists of 1,900 Dutch-born, 800 of various other European nationalities, and 83,000 Creoles (Surinam-born persons of European-African and other descent). The population is to a large extent Asiatic: 66,800 Hindustani, 38,000 Indonesians, 2,800 Chinese, and 2,700 of other nationalities, besides about 22,000 bush Negroes and 3,700 aboriginal Indians living in the forests.

The Asiatic part of the population originally entered the country as contracted estate labourers, but settled in Agriculture or Commerce after completion of their term. Between 1930 and 1939 there was also a free immigration of Javanese families, settled as small farmers.

The only inhabited sections are generally those along the lower courses of the rivers. More than one third of the whole population lives in the capital.

The **language** of the country is Dutch. English, Javanese, and Hindi are also widely understood. The native dialect is called negro English or "talkie talkie."

All religions are equally free before the law. They include Netherlands Reformed, Moravians, Roman Catholics, Lutherans, Methodists, Baptists, Mohammedans, Hindoos, Confucians, Seventh Day Adventists, and the Jewish religion.

Constitution :—The country is the only Dutch territory in South America and is administered by a Governor appointed by the Queen of the Netherlands.

From 1828 to 1845 Surinam and the Netherlands West Indian Islands were united under one Governor-General, residing in Paramaribo. According to the Netherlands constitution, as amended in September, 1948, Surinam is part of the Netherlands Kingdom. In accordance with the Interim order of December 22nd, 1949, set in motion on the 20th January, 1950, Surinam obtained its self-government. The Governor is the representative of the sovereign and the head of the Government. The ministers are responsible to the Legislative Council, called Staten van Suriname. There is a ministry of 7 ministers (maximum is 9) appointed by the Governor, and an Advisory Council of 5 members, also appointed by the Governor. The Governor is responsible to the Sovereign. The Legislative Council (21 members), form the representative body ; they are elected by the people for a 4-year period.

History :—Although Amsterdam merchants had been trading with the "wild coast" of Guiana as early as 1613 (the name Parmurbo-Paramaribo was already known) it was not before 1630 that 60 English settlers came to Surinam under Captain Marshall. They planted tobacco. The actual founder of the colony was Francis Willoughby, fifth Baron Willoughby, of Parham, governor of Barbados, who sent an expedition to Surinam under Anthony Rowse to find a suitable place for settlement. Anthony Rowse, who was the first governor (1651-1654) wrote to his wife :—

"It is commended by all that went for the sweetest place that ever was seen ; delicate rivers, brave land, fine timber. They were out almost five months, and amongst forty persons, not one of them had so much as their head ache. They commended the air to be pure, and the water so good, as they had never such stomachs in their lives, eating five times a day, plenty of fish and fowl, partridges innumerable, brave savannahs where you may in coach or horseback ride thirty or forty miles."

Willoughby visited Surinam from March to May 1652, and from November 1664, to May 1665. Willoughbyland became an agricultural colony with 500 little sugar plantations, 1,000 white inhabitants and 2,000 African slaves. Jews from Holland and Italy joined them, as well as those who originally migrated from Brazil after the final expulsion of the Dutch in 1661, driven by the French out of Cayenne in 1664. On August 17th, 1665, these colonists obtained a special grant from Lord Willoughby, the patron of Surinam, the first of its kind made by an English Government to the Jews. By letters Patent dated June 2nd, 1662, Charles II granted Willoughbyland to Francis Lord Willoughby of Parham and Lawrence Hide, second son of the High Chancellor Edward, Earl of Clarendon, and their heirs and successors. Five years later, on February 27th, Admiral Crynssen conquered the colony

for the states of Zeeland and Willoughbyfort became the present Fort Zeelandia. Although the English reconquered the colony on October 18th, 1667, a second expedition under Crynssen regained it again for the States of Zeeland. By the peace of Breda—July 31st, 1667—it was agreed that Surinam should be restored to the Netherlands, while New Amsterdam (New York) should be given to England. In 1682 the States of Zeeland sold the colony to the West India Company, and the States General gave their sanction by granting a charter to the Company. In the following year this company sold two-thirds of the shares to the town of Amsterdam and one-third to Cornelis van Aerssen, Lord of Sommelsdyck, whose heirs in 1770 sold their share to the town of Amsterdam. The colony was conquered by the British in 1799 and remained under British rule until 1802, when it was restored to the Netherlands by the peace of Amiens. It again became a British colony in 1804, and not until the peace of Paris in 1815 was it finally restored to the Netherlands.

Slavery was abolished in 1863.

TOWNS.

Paramaribo, the capital and chief port, lies on the Surinam river, 17 miles from the mouth and 214 miles from Georgetown, British Guiana. It has a population of about 80,000. There is a deep water frontage of a mile, wharfed for a small portion with four piers, quays and warehouses the whole length.

Hotels:—Palace; Riverview. **Pensions**: C. Kersten & Co.; Lashley; Corner House; Loerakker.

Nieuw Nickerie (*New Nickerie*) on the south bank of the Nickerie River, 3 miles from its mouth, has a population of about 3,100. The district population is 18,000. It can be reached by vessels of moderate draught, and there are facilities for loading and discharging cargoes. Steamers call weekly from Paramaribo.

Albina, a frontier village, 18 miles from the mouth of the Marowynne River, which forms the boundary between Surinam and French Guiana, is accessible to vessels of moderate size, and has loading and discharging facilities. There are weekly steamers from Paramaribo. Population, 500. Albina is opposite St. Laurent (French Guiana). The population of Marowynne District is 4,800 exclusive of 11,000 bush Negroes and 1,000 Indians.

Totness (population, 1,105), is the largest village in the Coronie District (population, 4,000), one of the smaller districts along the coast between Paramaribo and Nickerie. There is some traffic in small sailing craft. Coronie can now be reached from Paramaribo by road. The main products are coconuts, rice and honey. There is a small coconut oil factory.

Moengo, some 104 miles up the Cottica River from Paramaribo, is a mining and loading centre for the Surinam Bauxite Company, a subsidiary of the American Aluminium Co. Extensive mining is done here. The population is about 2,000. **Paranam**, another loading centre for the Company, is on the left bank of the Surinam River. It can be reached by moderate draught vessels and by cars.

Near Paranam is Smalkaden, where bauxite is loaded by the Billiton Coy.

AGRICULTURE.

Agriculture is restricted to some districts of the alluvial coastal zone. This is largely marshy, but is locally traversed by a number of higher sandy ridges more or less parallel to the coast. The sandy soils, if properly drained, are suitable for growing tree crops, peanuts, etc. The marshes mostly have a heavy clay soil; they can only be developed agriculturally after empoldering. Since the polders depend almost exclusively on the tidal effect for adequate drainage they are found along the lower reaches of the rivers. Their clay soils are suitable for sugar cane, rice, coffee, cacao and citrus fruits. The area cultivated is about 64,000 acres.

Surinam grows, for local consumption and not for export; plantains (*Musa paradisiaca* L), bananas (*Musa paradisiaca* L, *subsp. sapientum*), pulses, maize in cobs, coconuts, and peanuts. An attempt is being made to grow larger yielding varieties of foreign cacao, and sugar growing, because of the shortage of hands, is being mechanised. There are some imports at present. Production of coffee has fallen away, but there are still some exports (302 m. tons in 1950).

But the staple food crop and most important agricultural export is **Rice**, of which 50,000 m. tons is grown. It is cultivated on wet, unmanured rice-fields. New varieties have been imported and distributed from the U.S.A. and Indonesia. The heavy clay soils and the climate suit the crop, of which yields of from 3,000 to 6,000 kg. per hectare are harvested. Export, 1949—9,697 m. tons; 1950—4,245 m. tons.

Citrus fruits, especially oranges, are the second most important export crop. Production is 65 million citrus fruits of all kinds. Export, 1950—102,000 crates.

Cattle breeding plays a small part as yet, for plans for improvement are in the initial stage. At the end of 1950 there were 38,000 cattle, 5,000 pigs, 130 caraboas, 600 horses, 800 donkeys and mules, and 3,000 sheep and goats.

Forestry:—Surinam has great timber resources. The Forestry Service was re-established in 1947. More facts about the interior have been obtained by aerial mapping. A Forestry Development programme is being carried out.

A plywood factory and two modern sawmills are coming into production.

Production in 1950, in cubic metres was: saw logs, veneer logs, and hewn squared timber—74,000; hewn sleepers—1,800; fuel wood—20,000. Exports: saw logs and veneer logs—15,279, sawn and planed lumber—1,187; sleepers—425; plywood—6,468.

Balata is one of the chief forest products. The production was 172.9 tons in 1950.

MINERAL RESOURCES.

Bauxite or aluminium ore is worked near the Cottica and Para rivers. The Surinam Bauxite Company was the first one to start

operations in 1916 at Moengo on the Cottica river. This Company is a branch of the Aluminium Company of America. The mining camp at Moengo has grown into a village with company employees numbering 1,000; seagoing ships are able to sail up the river to Moengo, 104 miles from Paramaribo. The ore is exported *via* Trinidad loading station, to New Orleans and Mobile. A second plant of the above-mentioned American company, the "Paranam," is situated at the Surinam river, about 38 miles from Paramaribo. This plant is connected by road with Paramaribo.

In 1942 the Netherlands Company, the Billiton Maatschappij started operating a new plant near the Para river, a tributary of the Surinam river; this plant has access to the Surinam river just below the plant of the Surinam Bauxite Co., and is also connected by road with Paramaribo. Export (in m. tons): 1949—2,128,827; 1950—2,083,607.

The **Gold** industry, which in former years was a principal source of revenue to the colony, is no longer important. Production was 118,000 grammes in 1949 and 141,400 grammes in 1950, and is on the increase. More than half the production is by two companies. Dredging is done by hand by portk-knockers. Export was 140.3 kg. in 1949 and 1 kg. in 1950.

FOREIGN TRADE.

		IMPORTS. Florins.	EXPORTS. Florins.
1948	.. ..	36,172,232	27,371,980
1949	.. ..	37,812,004	34,077,650
1950	.. ..	39,319,567	31,483,151

INFORMATION FOR VISITORS.

The Postal rates are those of the Postal Union. Cables are sent by wireless from the Government station in Paramaribo. There are also wireless stations at Nickerie, Albina, Coronie, Moengo and the Lawa River (Benzdorp). There are radio telephone services with Holland and many other countries in Europe, with British Guiana, French Guiana, Trinidad, Curaçao and Aruba, and *via* New York with the United States, Canada and Mexico.

Currency :—The Netherlands coins are legal tender. Surinam florin paper notes ranging from 5 Surinam florins are issued by the Surinam Bank and serve as legal tender for all private and government debts. Currency notes of fl.0.50, fl.1. — and fl.2.50 are issued by the Government. U.S.A. \$1.—is equivalent to 1.90½ Surinam florins; £1 sterling to 5.33 S.f. and 1 Netherlands florin to 0.5013 S.f.

The **metric** system is in general use, but the Amsterdam ell (27½ in.) and Rhenish foot (12⅔ in.) are also used.

All the **newspapers** are printed in Dutch. The principal ones are :—"De West," and "Het Nieuws," daily; "De Surinamer" and "Suriname," three times a week.

Consular Corps. :—There are consuls, vice-consuls or consular agents of the U.S.A., Belgium, Venezuela, France, Great Britain, Norway, Portugal, Sweden and the Komisariat Republik Indonesia, all residing in Paramaribo.

ECUADOR

ECUADOR has Colombia to the north, Peru to the east and south, and the Pacific Ocean to the west. Its area has never been measured, but is roughly computed at 133,000 square miles.

The Andes, running from the Colombian border in the north to the borders of Peru in the south, form a mountainous backbone to the country. The axis of this high range has collapsed, making a 250-mile trough whose high rims are from 25 to 40 miles apart. The rims are joined together, like the two sides of a ladder, by eight hilly rungs, and between each rung lies an intermont basin with a cluster of population. These basins, which vary in altitude between 7,000 and 9,000 feet, are drained by rivers which cut through the rims to run either west to the Pacific or east to join the Amazon.

Both rims of the trough or Central Valley are lined with the cones of no less than thirty volcanoes. Most of them are extinct. Chimborazo (20,574 feet), Cotopaxi (19,490 feet), Sangay (17,450 feet), and Tungurahua (16,680 feet) are the most active. Some of the volcanoes, after long sleep, burst into unheralded activity. Most of them were climbed by Edward Whymper in 1880; some have not been climbed since.

East of the Eastern Cordillera the forest clad mountain escarpments fall sharply to the plains—the Oriente—through which meander the headwaters of the Amazon. Peru claimed and annexed, a vast portion of this land in 1942. What remains is of little importance to the economy of Ecuador, for few trails run into it from the intermont basins, and it is inhabited, and that sparsely, by tribes of Indians.

Between the Western Cordillera and the Pacific lies an area, 425 miles from north to south and some 62 miles broad, which is part swampy plain and lowland, part low hill land, particularly towards the coast. It is from this area that Ecuador draws what natural resources and minerals she has for export. Guayaquil, the commercial capital of this region, is 288 miles from the political capital, Quito, which lies high in a northern intermont basin. Since the people, the climate, and the economy of the two areas in which these capitals lie are sharply different, each will be considered separately.

The Central Valley : There are altogether ten intermont basins strung along the trough from north to south. There is little variation by day or by season in the temperature in any particular basin : temperature depends on altitude. The basins lie at an elevation of between 7,000 and 9,000 feet, and the range of temperature is from 45 to 68 Fahr. There is one rainy season, from November to May, when there is an average fall of 58 inches. This is enough moisture to support forest, but the soil, which is porous volcanic ash, will only permit the growth of brush, and most of that has been burnt during the long human habitation of the valley. Over half the area is now grassy páramo on which cattle and sheep are bred and subsistence crops raised. What crops are grown is determined by altitude, but the hardiest of them, the potato, cannot thrive above 11,600 feet or so. Two only of the intermont basins raise anything but livestock and subsistence crops : small amounts of sugar and cotton are grown in the deep valleys of the far north basin in which Ibarra lies ; and sugar cane is grown in the far south basin in which Cuenca lies. The sole food exports of the valley are cattle on the hoof. These are driven into the coastal plains, there to be fattened and marketed in Guayaquil. The southern basins send a few cattle to Peru.

The headwaters of the rivers which drain the basins have cut deep, sharp valleys in the soft volcanic ash which lies thick upon the basin floors. The general level of the Ibarra basin floor is 7,500 feet ; the valley bottom in which cotton and sugar are grown is only 2,500 feet above sea-level. Because of these deep river dissections of the basin floors and the presence of the surrounding mountains the scenery has sometimes been compared to that of North Wales.

Most of the people of Ecuador live in the rift valley, which contains, apart from Guayaquil, all the important towns, and the vast majority of the valley people, again, are pure bred Indians. It is only at Quito, in the north, and Cuenca, in the south, that there is any considerable number of pure bred Spaniards or mestizos. Some of the land is held in large private estates worked by the Indians, but most of it is held communally by Indian communities. The Indians do not seek profit, are indifferent to commerce, and have no sense of nationality. It is a way of life and an attitude of mind diametrically opposed to the usual commercial set-up we find in the area west of the Andes.

West of the Andes : Most of the coastal region is lowland at an altitude of less than a thousand feet, apart from a belt of hilly land, which runs west from Guayaquil to the coast and trends northwards. These hills never reach a height of more than 2,500 feet. The climate and vegetation vary somewhat. In the extreme north there are two rainy seasons, as in Colombia, and a typical tropical rain forest. But the two rain seasons soon merge into one, running from December to June. The further south we go, the later the rains begin and the sooner they end : at Guayaquil the rains fall between January and May. The forests thin out too as we move south, and give way to thorn and savannah. Santa Elena Peninsula and the extreme south-western coast near Peru have no rainfall : the beginning of that belt of drought which runs across Peru, northern



Chile, and Bolivia and is continued almost to the southern seas.

Along the north-western and western coast the inhabitants are mainly Indian and Negro, the Negroes predominating in the thick tropical forest land, and the Indians very unlike those who live in the Central Valley. There are a few small towns at the core of the population clusters : Esmeraldas, where the Negroes pan the streams for gold and work the gold placer mines, and where a little cacao and tobacco are grown ; Chone, Montecristi and Jipijapa, centres of Panamá hat making by Indians from a shredded scrub forest plant. It is from this area, too, that tagua nuts, the fruits of a palm fern, come to Guayaquil for export. From the dry Santa Elena Peninsula in the south-west comes a comparatively small volume of petroleum—the only petroleum that has been found commercially workable in Ecuador.

But the main exports of the country come from a small area of lowland to the east and north of Guayaquil. It lies between the hills and the Andes ; rains are heavy, the temperature and the humidity high : ideal conditions for the growth of tropical crops. One part of this Guayas Lowland is subject to floods from the four rivers which traverse it : it is here that rice, which for a year or two in the forties headed the exports for value, is grown. Cacao too is farmed on the natural levees of this flood plain, but the main crop comes from the alluvial fans at the foot of the mountains rising out of the plain. And for a very long time cacao has been the main article of export. High on these same alluvial fans excellent coffee is also grown, and of late years there has been a great extension of banana planting. Cacao, coffee, rice and bananas together account for 84% of the exports by value. Add to this that the Guayas Lowland is a great cattle fattening area in the dry season, and its importance in the national economy becomes patent. Produce is floated in barges down the Guayas and its tributaries, the Babahoyo, Vinces, and Dauli. These rivers are navigable for some distance, almost the only ones in Ecuador which are.

Population : The census of 1950 gave the total population as 3,076,933. About 500,000 of these live in the coastal region west of the Andes, and the rest, apart from the few Indians of the Oriente, in the Central Valley. From 6 to 8 per cent. are said to be of pure Spanish blood. About half the total is Indian, some 15 per cent. Negro, and 26 per cent. mestizo strongly laced with Indian blood. The Negroes and the mestizos live for the most part in Guayaquil and the coastal area.

History : The Incas of Peru, with their capital at Cuzco, began to conquer the Central Valley of Ecuador, already densely populated with Indians, towards the middle of the 15th century. A wide road was built between Cuzco and Quito, ruled respectively during the early 16th century by two brothers, Huascar at Cuzco, Atahualpa at Quito. In 1526 and 1527 Pizarro's men had already touched at Esmeraldas, the Gulf of Guayaquil, and Santa, but Pizarro's main Peruvian expedition did not take place until 1532, when there was civil war between the two brothers. Atahualpa, who had won the war, was executed by Pizarro in 1533, and the Inca empire was over.

Pizarro claimed the northern kingdom of Quito, but another of the conquistadores, Pedro de Alvarado, suddenly marched south to occupy it. Pizarro's lieutenants, Belalcazar and Diego de Almagro, moved north to forestall him, and won the race by a narrow margin. Pizarro founded Lima in 1535 as capital of the whole region, and four years later replaced Belalcazar at Quito with his own brother, Gonzalo. Gonzalo, lusting for gold, set out on the exploration of the Oriente. He moved down the Napo river, and sent forward Francisco de Orellana to prospect. Orellana did not return: he drifted down the river and finally reached the mouth of the Amazon: the first white man to cross the continent in this way.

Furious dissension amongst the conquistadores, the execution of Almagro followed by the assassination of Pizarro, led to an attempt by the Spanish king to supersede them. Nuñez Vela was sent to Lima to take charge, but he was soon overthrown by Gonzalo. On his way home he collected a small company, was joined by the disgruntled Belalcazar, and moved on Quito, where Gonzalo defeated them. The home government next sent out an astute priest, Pedro de la Gasca. He succeeded in executing Gonzalo after his men had deserted him.

Quito became an audiencia under the Viceroy of Peru. For 280 years Ecuador was more or less peacefully absorbing the new ways brought by the conqueror. Gonzalo had already introduced swine and cattle; wheat was now added. The Indians were Christianised, colonial laws and customs and ideas introduced. The marriage of the arts of mediæval Spain to those of the Incas led to a remarkable efflorescence of painting and carving and building at Quito. During the 18th century negro slave labour was brought in to work the plantations near the coast. Towards the end of that century, Ecuador was possibly the most successful and conservative of the Spanish possessions in the New World.

There was an abortive attempt at independence in the strongly garrisoned capital in 1809, but it was not until 1821 that Sucre, moving north from Guayaquil at the head of a force of Venezuelans and Colombians, defeated the Spanish at Pichincha and occupied Quito. Soon afterwards Bolívar arrived, and Ecuador was induced to join the Venezuelan and Colombian confederation, the Gran Colombia of Bolívar's dream. Venezuela separated itself in 1829, and Ecuador decided on complete independence in August, 1830, under the presidency of Juan Flores. The Indian parts of southern Colombia wished to join with Ecuador, but Colombian forces moved south, and after a brief struggle, Ecuador agreed on the present day boundary: a boundary which actually dissects a cluster of population in the intermont basin of Tulcan, a rarity in Latin America.

Its later history has been troubled. Ecuador is weak, poor, and politically unstable. One source of weakness is the traditional clash between the Clericals and the strongly anti-clerical Liberals; another is the difficulty any central government has in fusing into unison the opposed Indian culture of the Central Valley and the commercial culture of the Coastal Plain. Geography has created a mental division in the country; the people of the coast are quite different from the people of the uplands.

GOVERNMENT.

Since the proclamation of the Republic there have been 14 Constitutions, the last in 1947.

There are 17 provinces, divided into cantons and parishes for administration. The governors of the provinces are appointed by the executive. The President and Vice-President are popularly elected for four years, and cannot be re-elected until four years after their retirement. Executive power is in the President's hands; he appoints his own cabinet. The legislative power is the National Congress, which consists of a House of Deputies, either elected or "functional"; and a Permanent Legislative Committee of nine members. All males and females over 18 who can read and write have votes.

PRESIDENT :

Sr. Galo Plazo.

Vice-President : Dr. Abel Gilbert.

MINISTRY.

Interior	Dr. Andres Cordoba
Foreign Affairs	Dr. Neftali Ponce

There are six other ministries.

GUAYAQUIL AND THE COASTAL TOWNS.

Guayaquil, the chief seaport and commercial city, stands on the west bank of the Guayas river, some 35 miles from its outflow into the Gulf of Guayaquil. It is 800 miles from Panamá; from this point, and from the south, it is served by P.S.N.C. and other companies. Its population of 253,352 makes it the largest city in the Republic. The climate, with little or no rain and cool nights, is at its best from May to December. The city was once a hotbed of yellow fever and bubonic plague, but the Rockefeller Foundation had cleared it of both by 1920.

Guayaquil has been largely rebuilt of recent years. The large wooden houses with shuttered windows, have been replaced by modern concrete buildings of from four to ten stories. The streets are crowded and the cafés filled after dark.

The city is dotted with small parks and gardens. A waterfront drive, the Malecon, runs along the shores of the Guayas river. Here is the splendid Palacio Municipal and the severe Government Palace. From the landing pier of the Yacht Club (north to the pier from which railway passengers to Quito are ferried across to Durán), the drive is known as the Paseo de las Colonias. From this last pier, due north, runs the main street: the Avenida 9 de Octubre. About half-way along it is the Plaza Centenario, the main and central square of the city. Here is the large liberation monument set up in 1920. Many of the squares and gardens have statuary, little of it of intrinsic value, but most of it interesting to those who know the history of Ecuador. At La Rotonda, on the waterfront near the beginning of Av. 9 de Octubre, is a statue depicting the famous and somewhat sinister meeting of Bolívar and José de San Martín during the wars of independence. In the grounds of the University, English visitors will find a small bust of Darwin. The dazzling white Cemetery, north of the city at the foot of a hill, is worth seeing.

The snowcapped peak of Chimborazo can sometimes be glimpsed from Guayaquil, as it can from Quito.

The harbour is $2\frac{1}{2}$ miles long, with $1\frac{1}{2}$ miles of quays; the town is bustling and prosperous, with modern steam sawmills, foundries, machine-shops, and breweries. But a few yards across the Plaza to the inside of the cathedral carry the traveller back to Colonial repose. There are many theatres and several clubs, including the Club de la Union, Country, Jockey, Metropolitano, Nacional, and Rotary. There is a golf club, a tennis club, and a yachting club. In addition to the Grand Lodge there are seven Masonic lodges (one English).

Guayaquil has its own fiesta days: June 29, when there is much merriment, particularly in the northern parts of the City, and August 15 and 16, when there is a pilgrimage along the railway track to Yaguachi.

Approach by Sea: Entering the Gulf of Guayaquil from the open sea, the visitor sees the large Isla de Puna at its mouth. The Gulf is a hundred miles long. At the neck of the Gulf the steamer enters the Guayas river, here some three miles wide. Along it goes a procession of ships and sailing boats and barges piled high with cacao and bananas and the tropical fruits of the region. Thick jungle runs down to the water's edge in places, with canoes running between the settlements.

Landing:—Shore boat. A passenger mole has been built.

Conveyances:—Omnibuses, and colectivos. Motor cars: Short runs, \$5, by the hour, \$20.

Rail:—To Quito (288 miles). To Salinas, 150 kilometres.

All America Cables and Radio, Inc.: Calle General Elizalde, 107, 109, 111.

Hotels:—Metropolitano (160 sures per day, including meals); Grand (110 sures a day, including meals). Restaurant: Portich. The luxurious Hotel Humboldt overlooks Playas Bay (55 miles by road to the south-west).

Bank of London and South America, Ltd.

The three tropical river towns of the Guayas Lowland: **Vinces, Daule, and Babahoyo**, can be reached (with difficulty) along the road from Guayaquil to Quito. The best way is to take river boats up the respective rivers on which they lie. There is a daily boat to Babahoyo (120 miles, 4 hours), a small town of 10,000 inhabitants. Little can be said for the towns themselves, but the trips give a good idea of tropical Ecuador, with its exotic bird life and jungle and plantations of cacao, sugar, bananas, oranges, tropical fruits and rice.

A more usual jaunt from Guayaquil is by railway (96 miles), deliberate and slow, or along a dry weather road, to **Salinas**, on the Santa Elena Peninsula. The journey, which takes 4 hours by train ($3\frac{1}{4}$ hours by road), is through the tropical lowland at first, then over grass savannahs. Salinas, on a half-moon-shaped bay, has become a fashionable resort. It has fine sands and good scenery. P.S.N.C. vessels call. A branch railway runs to La Libertad, now almost entirely a petroleum port.

Hotels at Salinas:—Majestic; Tivoli; Casa Yulee.

Cables:—All America Cables and Radio, Inc., Avenida Primera 903.

The north-western ports of **Manta** and **Bahía de Caraquez** and the group of small towns in their immediate neighbourhood can all be reached by dry weather road from Guayaquil, or by weekly coastal steamer from Guayaquil. The area is given over to subsistence farming, the collection of tagua nuts, and the production of coffee and cacao. The Manta area is famous for its Panamá hats. The

few hotels are not particularly good.

A narrow gauge railway line runs from Manta to 6 miles) **Montecristi** (4,000 inhabitants), and (23 miles), **Portoviejo**, a town of 11,000 inhabitants. From Montecristi there is a road to **Jipijapa**, 8,000 inhabitants, most famous of all for its hats. It is a large coffee grower.

Bahia de Caraquez (population : 8,000), is a port about 28 miles north of Manta. A narrow gauge railway of 60 miles runs to **Calceta** and **Chone** (10,000 inhabitants). This is a cacao, coffee and tagua nut area.

Esmeraldas, a port in the extreme north-west at the mouth of the Esmeraldas River, is reached by sea from Guayaquil. The population is 11,000. There are gold mines near-by; timber is exported, rubber collected when prices warrant it, tobacco and cacao grown. It might become important if ever a passable road or a railway were built to Quito. A road is being built to Quinde.

Hotels 1—Europa; Guayaquil.

On the southern shore of the Gulf of Guayaquil, reached by boat in 6 or 7 hours from Guayaquil, is **Puerto Bolívar**, a large village built above a swamp and backed by jungle. It serves (4 miles), **Machala**, a nondescript agricultural town of 7,000. From Machala two short narrow gauge lines run, one to Pasaje (12 miles), and one to Piedras. The area is not attractive.

It is possible to travel by truck through sterile country from Machala to Tumbes, in Peru.

FROM GUAYAQUIL TO QUITO.

THE GUAYAQUIL—QUITO RAILWAY.

This line has a 3 ft. 6 in. gauge. It passes through 54 miles of delta lands and then, in 50 miles, climbs to 10,626 ft. At the summit 11,841 ft. is reached; it then rises and falls between 8,000 and 11,000 before debouching on the Quito plateau at 9,375 ft. The line is a most interesting piece of railway engineering, with a maximum gradient of 5.5 per cent. Its greatest triumphs, the Alausi Loop and the Devil's Nose double zigzag (including a V switchback), are between Sibambe and Alausi. Before 1908, when the line was opened, the journey between Guayaquil and Quito took a fortnight.

There are three types of trains: the autocarril or rail bus, the fastest; the directo, or express, which does not stop and takes 17 hours; and the mixto, or local which stops at each station and en route for meals and at Riobamba for the night. (It is possible to shorten the mixto journey to a day by taking it as far as Alausi, Guamote, or Cajabamba and motoring on to Quito). There are second-class and three types of first-class seats on the trains: first-class, first-class reserved, and first-class reserved in the observation car, the most comfortable, but it costs 25 per cent. extra. Expresses leave Guayaquil and Quito on Mondays, Wednesdays and Fridays. The tickets should be bought in advance, personally, and not from touts. The single first-class fare is \$100. A table of the altitude and distance from Guayaquil of each station is given under "Information for Visitors."

North-bound passengers are ferried at dawn by railway company's

boats across the river from the foot of Calle Y. M. Rendon at Guayaquil to **Durán**, the actual starting point.

Leaving the river the train strikes out across the broad, fertile Guayas Valley. It rolls through fields of sugar cane, or rice, past split cane houses built on high stilts, past a sugar mill with its owner's fine home. Everywhere there are waterways and down them ply the big dugouts piled high with produce bound for Guayaquil. Gradually the character of the land changes; the vegetation becomes more dense and the land more solid. From this region comes the cacao, coffee, bananas, pineapples and tobacco.

The first station is **Yaguachi**. On August 15th and 16th more than 15,000 visitors pour into this little town to attend the feast day celebrations at a church named for San Jacinto, who is famous in the region as having put an end to many epidemics.

The first stop of importance is **Milagro**. Women swarm about the train selling pineapples which are particularly sweet and juicy. Because of the warm climate most of the houses do not look very substantial, but Milagro, with its 10,000 inhabitants, is an important shipping centre for a vastly rich agricultural district.

Now the base of the mountains has been reached, and from Bucay, which is 973 feet above sea-level, the terrain turns into deep gorges. At an altitude of about 2,000 feet the purely tropical vegetation comes to an end and the semi-tropical zone is reached. Fifty-one miles from Durán we arrive at **Sibambe**, or Empalme Cuenca. Sibambe is the junction for a railway south towards Cuenca, the third largest city in Ecuador.

Beyond Sibambe the train climbs the face of a precipice, the Nariz del Diablo, in a series of zig-zags towards the roof of the world. Seven miles from Sibambe, at 7,650 ft., is the comparatively cool mountain resort of Alausi. The Pan-American Highway to Quito begins here, and the passenger may go the rest of the way by road.

Few people are ever affected by the altitude on the trip to Quito, where the highest point reached is 11,841 feet, but when the train ends its long climb and emerges on the bleak páramo at Palmira, the feeling of height is inescapable. One by one the great snow-capped volcanoes appear: Chimborazo, Altar, Tungurahua, Carihuairazo, and the burning head of Sangay. They all seem very close because of the clear atmosphere. Bolívar tried to climb Chimborazo but did not succeed.

Guamote (112 miles), is another point where passengers may transfer to a car, if they like, and travel along the Pan-American Highway to the capital in three hours. The train skirts the shores of a shimmering little lake, Colta, before reaching the fertile Cajabamba Valley. Here, as elsewhere in the Central Valley, the Indians live communally. Their fields are well tended, and their adobe walled and thatched homes are neat and clean. The men wear the usual poncho and some the woolly chaps so common amongst American cowboys.

Beyond **Cajabamba** a difficult road cuts off west from the Pan-American Highway towards Guaranda and Babahoyo. Just about sundown the ordinary non-express train reaches (150 miles),

Riobamba (9,020 feet), capital of the Province of Chimborazo. Passengers usually spend the night here. It was founded around 1534. The population of 24,000 include some Indians. Chimborazo is not far, and the streets are sometimes strewn with ashes from Sangay, which can be seen glowing in the night. The country around is agricultural, devoted to cattle raising and the growing of subsistence crops. The principal industries are the manufacture of liquors, woollen and cotton goods, and carpets in the town of Guano. It is now the headquarters of the railway.

Both at the station and at the hotel there are vendors of tagua carvings, an art which has been highly perfected in the valley. The work offered for sale consists of a great variety of bright novelty rings, hollow fruit which contain minute reproductions of cups, pitchers, candlesticks, etc., and some very well sculptured busts about two inches high.

The Ecuadorians of the Sierra are excellent stonemasons, and throughout the Andean towns public buildings and churches reflect the fine points of their craftsmanship. Even now the old Colonial Spanish style that lends itself so well to stone is being employed in new buildings. Thus Riobamba has the air of a capital city. The original town was set three leagues away until it was destroyed by an earthquake in 1797.

The Saturday fair of Riobamba is worth seeing. It is carried on in three separate plazas according to the type of product sold. The sleepy streets come to life in a surge of bright red figures that half trot and half walk. Open-air restaurants do a flourishing business in that Andean delicacy, baked guinea pig. There are fine ponchos, rope sandals, peculiarly shaped hats, embroidered belts, hand-tooled leather articles, baskets, and innumerable other objects for sale. There is a great deal of genial haggling over prices.

Hotels :—Ritz ; Ecuador.

Excursions : Two are of great interest : the first to **Guano**, a hemp-working town of 10,000 inhabitants 6 miles to the north ; and the second to **Baños**, on a trail running north-east into the Oriente. From Riobamba to Baños takes about three hours by car. The road skirts the base of Chimborazo and then drops through the little towns of Cevallos and Pelileo, destroyed in the 1949 earthquake. From Pelileo a road runs to Ambato. There is a magnificent view of the Patate Valley before the road to Baños plunges down a thousand feet into it. The sugar cane grown in this region is largely used to make aguardiente. From this section too, comes a little fruit called the naranjilla which makes a marvellously refreshing drink with a compound flavour of orange, lemon and pineapple. In the church at Baños are murals recording the intervention of the local Virgin in saving those who have fallen over the bridge.

Shortly afterwards the Patate River merges with the Chambo and becomes known as the Pastaza. Over this junction of the two rivers, Tungurahua looms high with its crater clearly visible. This volcano is still active and smoke is frequently seen. Lava has forced the river into a gorge so narrow that the water becomes a roaring torrent. This is crossed by a bridge.

Baños, set in tall mountains, is a popular resort with medicinal springs ; there are curative hot and cold springs and good walking in the area. Buses can be taken along the Oriente trail to Topo, about 20 miles to the east and Mera, 10 miles beyond, the H.Q. of

the Shell Company till its search for oil in this area was abandoned. At Baños is the *Villa Alemana Hotel*.

Between Cevallos and Ambato, the next important stop, the railway winds up and over ridge after ridge. Vast panoramas of fertile farm-lands appear. Perched on the top of most peon houses is a crucifix. Many have dome-shaped outdoor ovens.

Ambato (8,435 feet), is on the Ambato River near the northern foot of Chimborazo. It is known as the Garden City of Ecuador. Well tended gardens and orchards surround nearly every home. In the beautiful central plaza is a statue of the writer Juan Montalvo (1833-1889), who is buried in a memorial built in his honour. Out along the river is the beautiful suburb of Miraflores, where many wealthy Guayaquil families maintain a summer house. A road runs to Pelileo and Baños. (See under Riobamba).

Ambato has plenty of water power and is partly industrialised. Its industries make textiles, canned fruits, confectionery, biscuits, mineral waters, and leather goods. The population was 24,568 before it was severely shaken and partly destroyed by earthquake in August, 1949.

Market day in Ambato falls on Monday. In a vast plaza near the railroad station the thousands of Indians who have come in from the country form a sea of bright colour that is never still. Nearby are long queues of autobuses with such names as "The Terror of the Pampas," "The Little Angel," and even "The Queen Mary." The drivers add to the general din by shouting the destination of their buses, haggling about the fares, and finally, when the vehicle is full to bursting, they roll out of town.

Hotels :—Villa Hilda ; Hotel Alhambra ; Pension Belgica.

The next stop of any importance, after climbing up the sterile páramo of Cotopaxi with that great volcano looming powerfully over the line, is :

Latacunga, with 18,000 inhabitants. Here the abundance of light grey lava rock has been artfully employed to build many a home and public building. Cotopaxi (19,493 feet), seems to tower over the town, though it is 18 miles away. Provided they are not hidden in clouds, which unfortunately is all too rare, as many as nine volcano cones can be seen from Latacunga.

Twenty-three miles beyond, at Cotopaxi, the line begins to dip into the basin in which Quito lies. In a valley below the bleak páramo the train has crossed, lies the town of **Machachi**, famous for its mineral water springs. The water is bottled and sold throughout the country. Machachi is much frequented by the people of Quito, which is only 25 miles away. It produces a very good cheese.

And so the train arrives at the capital, Quito, a picturesque city set in a hollow at the foot of the volcano Pichincha.

Quito (9,375 feet), with a population of 212,873, is within 15 miles of the equator, but it stands high enough to make its climate much like that of spring in England, the days warm and the nights cool. The mean temperature is 56°F., and the rainfall about 58 inches a year ; it rains every day for an hour or so ; night and day are of equal length, and night falls promptly at 6 o'clock.

The City is a chequerboard of streets laid out on undulating land.

Streets dip towards the stone viaducts which span the ravines. Most of it is modern. The old part, dating from colonial times: "brown tiled-roofs, domes, church towers, winding up and down streets," is to the south-west. It is roughly contained in a triangle whose three points are the Plaza Independencia, the Plaza San Francisco or Bolívar, and the Plaza Santo Domingo or Sucre. Even in this area tall office buildings are beginning to appear. The slopes of Pichincha are to the north-west; to the south-east is Loma de Ichimbia; and to the south-west Cerro Panecillo, the "Little Loat Hill" from the top of which (600 feet), there is an excellent panoramic view of the city and the encircling snowy cones of volcanoes and mountains. The houses are mostly of Indian-made adobe brick, with low red tile-roofs, or of whitened stone.

To return to the colonial triangle, which is of most interest to visitors: the Central Plaza de la Independencia, where there is a tall monument to the stalwarts of Independence days, has the low colonial Palacio de Gobierno on the north-west side. The President's offices are on the second floor. The archbishop's palace is on the north-east side, the Municipal Palace on the south-east, the Cathedral on the south-west, and the new University buildings on the west. Two main streets, Carrera Venezuela and Calle García Moreno, both lead straight towards the Panecillo to the wide Calle 24 de Mayo, where the Indian market is held on Tuesdays. South-west of Carrera Venezuela is Calle Guayaquil, the main shopping street.

Plaza San Francisco or Bolívar is west of Plaza Independencia; on the north-western side of this plaza is the great church and monastery of San Francisco; on the south-eastern side is the glorious church of La Compañía, and not far away to the north-east is the church of La Merced.

Plaza Santo Domingo or Sucre, to the south-west of Plaza San Francisco, has the church and monastery of Santo Domingo on its south-eastern side. In the centre is a statue to Sucre, pointing with justifiable pride to the slopes of Pichincha where he won his battle with the Royalists and created the new Ecuador. An ancient and somewhat odd street near-by is Calle Morales or Ronda.

There are altogether 57 churches in Quito. La Compañía has the most ornate and richly sculptured façade. See its gorgeously coloured columns, its ten side altars plated with gold, the golden high altar, and the gilded balconies.

The church of San Francisco (1534), Quito's largest, is rich in art treasures. Left and right of the steps leading to its Renaissance portal are twelve small and picturesque shops. The two towers were shaken down by earthquake in 1868 and rebuilt. In its ornate interior are twelve painted wooden statues of the apostles on pillars, the work of Casicara, the Indian 17th century sculptor; wood-carvings in the choir, a magnificent high altar of gold, and an exquisite carved ceiling at the back of it. There are some paintings in the aisles by Miguel de Santiago, the colonial mestizo painter. His paintings of the life of Saint Francis decorate the monastery of San Francisco close by.

Near Plaza San Domingo the monastery of San Domingo, with its rich wood-carvings and a remarkable Chapel of the Rosary to the right of the entrance, is worth seeing. In the somewhat grim Cathedral Sucre is buried. It has a famous Descent from the Cross by Casicara.

Quito prides itself on its modern painting. It can be seen at the School of Fine Arts (Escuela de Bellas Artes), in Parque Alameda,

The climate is spring-like, but the nights are chilly. The city has managed to preserve its colonial air, with its cobblestone streets and quaint old buildings, many of them built of the marble quarried in the neighbourhood. A huge cathedral has been going up these many years. A remarkable feature of the city are the paintings on the patio walls of many of the old houses. Though sometimes crude, these murals are always interesting for their originality and the old-fashioned Spanish proverbs which go with them.

Panama hats are made in enormous numbers in the area with toquilla brought from the coast. A certain amount of gold panning goes on in the Oriente. Grains and fruit and sugar cane are grown. The fair is on Thursday.

Not yet open, but partly built, is the Pan-American Highway from Cuenca to **Loja** (7,300 ft., 18,000 inhabitants), lying south of Cuenca and near the Oriente. Its university has a well known law school. The town, circled by hills, is difficult to get to; it is best reached by air from Guayaquil to La Toma and then, a short distance, by road.

The **Galapagos Islands**, on the equator 500 miles west of the Ecuadorean coast, consist of 12 large and several hundred small islands. The main ones bear English names, possibly because they were once the refuge of buccaneers and whalers. The largest island, Albemarle or Isabel, is 75 miles long and probably half the area of the archipelago. Another, Chatham Island, once a convict colony, has from 300 to 400 inhabitants. The islands are dotted with extinct volcanic cones, but one of the five on Albemarle erupted in 1925. The vegetation along the semi-desert shores is mostly cactus and thorn trees, but above 700 feet there are forests.

It is an extraordinary fact that 37% of all the species of shore fish, 47% of the plants, and 96% of the reptiles are peculiar to the archipelago and found nowhere else. The monster tortoises which Charles Darwin studied when he visited the islands have been hunted almost out of existence, but the giant lizards are still there. The Government now protects wild life, and permission to land must be obtained at Puerto Chico on Chatham Island. Occasional calls are made by steamers from Guayaquil or fishing boats from the western ports.

ECONOMY.

Ecuador's natural wealth, which is mainly agricultural, remains largely unexploited, partly because communications are poor, and the productivity of labour low, and partly because the export crops are mostly grown by speculators: production expands and contracts with the rise and fall of international prices. Primitive methods keep prices high, but mechanisation is now being tentatively tried and agricultural colleges have been opened. But apart from wheat the country is normally able to grow most of the basic food stuffs it consumes. It grows more than it needs of certain products: cacao, coffee, rice and bananas, and exports them, along with tagua nuts and timber from the forests, and skins and hides, to pay for its imports: textiles, chemicals, vehicles, machinery, and the cotton it fails to grow in sufficient quantities for its textile factories. The standard

of living remains low, and few luxuries are imported. Imports are now, indeed, severely restricted.

The mainstay of its export trade has always been **cacao**, but endemic witchbroom disease has curtailed production since 1914, when 47,000 m. tons were produced. In 1949, the crop was 38,527 m. tons, with 27,100 m. tons in 1950. Local consumption is 828 m. tons. High prices and the import and distribution of disease resistant plants by the Production Development Institute is raising production again.

In 1948, **rice** headed the list of exports by value, but had fallen to fourth place again by 1950. The crop that challenges the supremacy of cacao is now **coffee**, but yield varies greatly in good and bad years.

The export value of **bananas**, a comparatively new item of export for Ecuador, has increased almost fourfold between 1948 and 1950.

The following tables show how these four crops dominate the exports, and how they fluctuate from year to year.

1949	m. tons.	Value, Sucrea.	Per cent. of total exports, by value.
Cacao	19,168	118,440,000	28.3
Coffee	10,145	73,877,000	17.4
Rice	10,000	71,746,000	17.2
Bananas	137,625	66,253,000	15.8
			88.7
1950.			
Cacao	26,823	248,085,000	29.1
Coffee	20,515	254,358,000	29.7
Rice	64,497	110,063,000	12.9
Bananas	169,625	106,493,000	12.4
			84.1

The only other exports of any importance (apart from minerals) are **tagua nuts**, timber, toquilla hats, vegetal wool, and hides and skins. **Tagua nuts** are the fruit of a palm tree which abounds in the Manabi and Esmeraldas districts. They are used to make imitation ivory buttons and collar studs. The timber exported is hardwood logs, lumber, and balsa, which is lighter than cork.

The **sugar** crop (45,000 l. tons in 1950-51) is barely enough for local needs. Some **tobacco** has to be imported to supplement the 4,000 m. tons (mostly of the black Sumatra type) grown locally. About 9,500 bales of **cotton**, somewhat inferior to the Peruvian, are grown, but imports have to be made for the textile factories.

Minerals: Petroleum in exploitable quantities has only been found in the Santa Elena Peninsula—the Shell Company has now abandoned its exploration of the Oriente. At Ancon, in an otherwise sterile area, wells have been sunk by the Anglo-Ecuadorian Oilfields Ltd., by far the larger producer, and by Ecuador Oilfields Ltd. Pipelines take the oil to La Libertad, on the coast, where over half of it is refined for internal use, and the rest exported as crude. Production was 107,642,000 gallons in 1949, and 110,552,000 gallons in 1950. Export, crude, 1949—38,460,000 gallons, value \$15,381,000; 1950—41,756,000 gallons, value \$17,501,000.

In 1949 Ecuador imported petroleum and its derivatives to the value of \$85,851,000; over five times the value of its petroleum

exports.

Negroes pan the streams for **gold**, and gold is mined near Esmeraldas. There is some gold panning in the Southern Oriente, too. **Silver** also is mined. Production has been, in ounces troy :

			1949	1950
Gold	..	..	78,787	96,548
Silver	..	..	264,300	273,000

The oil fields and the gold mining is in the hands of foreigners. It should be noted that the export of cyanide precipitates and petroleum does not benefit Ecuador directly.

Copper and lead are mined in the mountains, and there are small exports. Exports of copper, 1949—2,959 m. tons ; 1950—627 m. tons. Of lead, 1949—292 m. tons ; 1950—683 m. tons.

INDUSTRIAL DEVELOPMENT.

Ecuador is essentially an agricultural country and will for a long time be short of labour for industry.

The smallness of Ecuador's industrial programme has not called for the construction of large power stations. Little of the hydro-electric potential, put at 1,300,000 horse power, has been developed. It has been estimated that water power produces 15,570 and Diesel plant 28,289 kilowatts.

There are only two industries of note : the making of Panamá hats, and textiles. Panamá hat weaving from toquilla is a cottage industry carried on by Indians, partly at Chone, Jipijapa and Montecristi, and partly in the Cuenca area. In 1945, export of the hats accounted for 22.8 per cent. by value of the total exports, but since then competition from Japan and the Philippines has reduced export. In 1950 it was only 645,300 kilos, valued at \$50,980,000, or 6 per cent. of total exports.

Cotton manufacturing at Quito, Riobamba, Ambato and Atuntaqui employs about 3,500 persons. Twelve mills produce cotton textiles only, 4 cotton and woollen goods, 1 woollen goods only, 1 hosiery and other knitted goods, and 2 knitted goods and rugs. There are 7 establishments consuming silk and rayon yarns, mostly imported.

Cement production is slowly increasing. It was 57,612 m. tons in 1950. Edible oil refineries produce about 36,450 quintals.

FOREIGN TRADE.

			Exports U.S.\$	Imports. U.S.\$
1948	..	..	48,539,599	45,246,034
1949	..	..	35,276,442	44,484,899
1950	..	..	62,244,006	38,259,515

These figures do not include the crude petroleum imported by the railways. In 1950, the U.S. supplied 67 per cent. of the imports and took 55 per cent. of the exports.

PUBLIC DEBT.

	EXTERNAL.	INTERNAL (SUCRES).
December, 1950 :—	U.S. 41,601,000	126,429,000

Most of the external loans are in default.

INFORMATION FOR VISITORS.

How to get to Ecuador :

Steamship Services : The usual steamship routes from England to Ecuador are by the Pacific Steam Navigation Company *via* the Panamá Canal to Salinas. A faster but more expensive route is from England to New York and thence to Guayaquil *via* the Panamá Canal by direct boats of the Grace Line. The journey from New York to Guayaquil takes 10 days. The average time from a European port to Guayaquil *via* Salinas is just under 20 days.

Air Services : From the United States, Ecuador is reached by three air lines : Pan-American Airways, Braniff International Airways, and Aerovías Nacionales de Colombia (AVIANCA). (The first two fly to Buenos Aires). PANAGRA connects Ecuador with the Canal Zone, and with Ipiales and Cali, in Colombia. AVIANCA also flies from Ecuador to Colombia.

The daily flights between Guayaquil and Quito take an hour and 20 minutes. The fare is \$270, single.

Internal air services are run by PANAGRA (Quito, Guayaquil, Cuenca, Loja, Salinas, Manta and Esmeraldas); by SANTA (Quito, Guayaquil, Ambato, Cuenca, Riobamba, Salinas, and Ibarra); and by ANDA (Guayaquil, Manta, Potoviejo, Bahía, Esmeraldas, Quevedo, Babahoyo, and Salinas). Freight and mail services are run by Aereos Transportes Ecuatorianos, (ATECA). The airline AREA has weekly flights to the Oriente region.

The **best time for a visit** is from June to October, during the dry season. The coastal area is insufferably hot and wet from December to April.

Passports : All persons entering the Republic of Ecuador must be in possession of a passport, duly viséd by an Ecuadorean Consul at the place where the traveller usually lives. The charge for visa is about 16/-, and it is valid for three months. Letters of reference, a vaccination (small-pox) certificate, a health certificate, and three photographs, are required. No visitor may remain in the country for more than 90 days unless he becomes domiciled, and all passengers other than tourists must deposit U.S.\$100 with the shipping company on embarkation. This is returned upon arrival in Ecuador. (Travellers by the PANAGRA air service do not pay a deposit, for it is guaranteed by the company). At Guayaquil, passengers deliver their passports to the Immigration Officer who goes on board. A card is handed to the passengers in exchange for their passports; they must then call at the Immigration Office ashore within 3 days of their arrival, where, after registration, passports are returned in exchange for the card. Two photographs are necessary for this.

There is now a special "tourist visa." It costs U.S.\$1.00, but it is not given to commercial travellers.

Clothing and used personal effects are admitted free of duty. Tobacco, matches, alcohol and salt are Government monopolies, and travellers must not import any of these.

The traveller must get an exit visa from the Immigration Office before leaving the country.

NOTE.—Passports and visas are no longer required by citizens of the American continent when travelling as tourists, or in transit.

They are handed a tourist card, available for 90 days and renewable.

Business visitors and commercial travellers are referred to "Hints to Business Men visiting Ecuador," supplied free on application to the Commercial and Exports Department of the Board of Trade, Thames House North, Millbank, London, S.W.1.

Clothing : Guayaquil and the coastal region have a tropical climate. Quito and the inland region enjoy a temperature similar to that of an English spring during the whole year. Clothing for the coast should be of the lightest—cotton, linen, palm beach or white drill. In the inland region medium-weight woollen clothes are used and an overcoat is necessary at night. A raincoat and an umbrella are useful.

Health : All areas below 1,200 metres (4,000 ft.), are liable to malaria under conditions favourable to the anopheles mosquito. Above this height there is little danger. The greatest danger is dysentery. Eat no uncooked vegetables or salads ; drink no unbottled water or milk that is not tinned. Travellers should be inoculated against both small-pox and typhoid.

Entertaining : There are few places of entertainment. Theatrical performances are rare and only picture shows are permanently available. Entertaining is therefore chiefly confined to social intercourse, dinners, dances and picnics.

Immigration is encouraged. The prospective immigrant should apply to the nearest Ecuadorean consulate, giving details of the work he does, his education, the names, age and sex of members of his family which will go with him, references of character from individuals or societies, and certificates of health and vaccination. The greatest demand is for farmers, agricultural engineers and specialists, engineers in general, chemists, or industrialists who wish to set up a new industry. A preliminary deposit, which is later repaid, has to be made to cover the first difficult period of immigration.

Cost of Living : The average charge for a first-class hotel is 60 to 80 sucres ; the latter price is for a bedroom, sitting room, and bathroom. Breakfast is 6 sucres, meals 20 to 30 sucres. There are special rates for a long stay. Tipping is 10 per cent. There are few good hotels outside Quito and Guayaquil.

The cost of living has risen greatly since the war (taking the general cost of living index as 100 for 1938, the index stood at 649 at the end of 1949). Wages and salaries have not kept pace and are very low.

Sport : The Sierra country is excellent for riding, and good horses can be hired. Quito has a polo club. There are golf clubs at Guayaquil and Quito and on the Santa Elena Peninsula. There is excellent big-game fishing from Salinas or the Gulf of Guayaquil, and alligator hunting in the rivers near Guayaquil. Bull fighting is on the decline ; it is rarely seen at Guayaquil, but with more frequency at Quito. The national sport is cock fighting ; every town has its pits.

The fauna includes the jaguar, puma, tapir, several kinds of monkeys, the armadillo, ant-bear, squirrel, porcupine, peccary, various kinds of deer, and many rodents, including the guinea-pig. There are also tortoises, lizards, and iguanas. Among the snakes

are the boa-constrictor and the anaconda, and the alligator is also met. The bird-life comprises the condor of the Andes, falcons, kites, macaws, owls, toucans, parrots, ibises, cranes, and storks.

Railway Travel : The railways are not too comfortable or reliable. The only lines on which visitors are likely to travel are those which run from Guayaquil west to Salinas, and from Guayaquil to Quito, and Quito to Ibarra. The line from the port to the capital is described in the text.

This table gives the altitude and distance from Guayaquil of each station on the way to Quito.

Altitude in feet.	Stations.	Miles from Guayaquil.	Altitude in feet.	Stations.	Miles from Guayaquil.
15	Durán (Guayaquil)	0	10,379	Luisa	142
20	Yaguachi	14	9,020	Riobamba	150
42	Milagro	21	11,841	Urbina	170
100	Naranjito	31	10,346	Mocha	178
300	Barraganetal	43	9,100	Cevallos	186
975	Bucay	54	8,435	Ambato	196
4,000	Huigra	72	8,645	San Miguel	219
4,875	Chunchi	76	9,055	Latacunga	227
5,925	Sibambe	81	10,375	Lasso	239
8,553	Alausí	89	11,653	Cotopaxi	250
9,200	Tixán	95	10,118	Machachi	263
10,626	Palmira	103	9,090	Aloag	266
10,000	Guamote	112	9,891	Tambillo	273
10,388	Cajabamba	132	9,375	Quito	288

Road Travel : There is only one good all-weather road in Ecuador : the Pan-American Highway running through the Central Valley north from Alausi, Guamote, Cajabamba, Riobamba, Ambato, and Latacunga to Quito. Beyond Quito it is continued through Ibarra to Tulcán on the frontier with Colombia, and to Bogotá, Cúcuta, and Caracas in Venezuela. It is hoped that this road will one day be completed from Alausi to Peru, there to join with the existing Pan-American Highway to Lima.

There are a few cheap bus services between some of the towns in the Central Valley. The "correo," or postal car, can be taken to the smaller places.

Coastal Service : There is a weekly steamer from Guayaquil to the west coast ports of Manta and Esmeraldas.

PUBLIC HOLIDAYS.

New Year's Day. Holy Thursday. Good Friday. Holy Saturday.

February 20, 21 : Carnival.

May 1 : Labour Day.

May 24 : Battle of Pichincha.

July 24 : Birthday of Bolívar.

August 10 : Independence of Quito ; Opening of Congress.

October 9 : Independence of Guayaquil.

October 10 : Firemen's Day.

October 12 : Discovery of America.

November 2 : All Saints' Day.

November 3 : Anniversary of Cuenca.

Christmas Day.

The usual feast days of the Roman Catholic Church are also observed.

Postal : The air and surface postal rates from Britain are given on page 28. The principal towns have telephone plants, and there is a public long distance telephone service between Guayaquil and Quito. All America Cables and Radio, Inc., has offices at Guayaquil, Quito, and Salinas. There are radio telegraph and telephone services

to most South American republics.

There is a telephone service between the United Kingdom and Ecuador from 1 p.m. to 7 p.m., and 9 p.m. to 11 p.m., on weekdays (minimum charge : £3. 15s. for three minutes), and from 1.30 p.m. to 3 p.m. and from 9 p.m. to 10 p.m. on Sundays (minimum charge : £3 for three minutes). All times are quoted G.M.T.

Currency : The Sucre, divided into a 100 centavos, is the unit of currency. Bank notes of the Banco Central del Ecuador are for 5, 10, 20, 50, and 100 sucres ; there are nickel coins of one sucre and 20, 10, and 5 centavos.

The official rate of exchange is \$15.55 to the dollar, or \$47 to the pound sterling. The free market rate is about \$17.70 to the dollar, or \$47.60 to the £ sterling.

Weights and measures : The metric system is legal. It is generally used in foreign trade and must be used in legal documents. Spanish measures are more generally used in the retail trade :—

Weights.—1 Arroba	=	25.36	English lb.
1 Quintal	=	101.47	"
Length.—1 Vara	=	3 Pies	36 Pulgadas
	(variable).		32.875 in. to 33.43 in.
Surface.—1 Vara Cuadrada	=	0.859	sq. yd.
1 Cuadra	=	7,056	sq. metres, just under 1½ acres.
Capacity.—1 Arroba (Dry)	=	6.70	gallons.
1 Galón (Liquid)	=	0.74	gallon.

Land is generally measured by the metric system.

Newspapers : The main newspapers are "El Comercio" and "El Día" at Quito ; "El Telegrafo," "El Universo," "La Nación," and "La Hora" at Guayaquil ; "El Mercurio" at Cuenca ; "Cronica" at Ambato ; and "Diario del Sur" at Loja.

Information for tourists is given at the national tourist bureau, Carrera Venezuela and Calle Sucre, Quito ; and the tourist bureau in Guayaquil.

Representation : Ecuador is represented in London by an Ambassador (Sr. D. Gonzalo de Zaldumbide), at 3, Hans Crescent, S.W.1.

There is a Consul-General at Liverpool and a Consul at Glasgow. Britain is represented by an Ambassador in Quito and a Consul and Vice-Consul at Guayaquil. The Ambassador is Norman Mayers.

The United States are represented by an Embassy at Quito, and a Consul and three Vice-Consuls at Guayaquil.

FALKLAND ISLANDS

Communication between Stanley and the outside world is maintained through Montevideo, to which there is a monthly service by steamers of the Falkland Islands Coy., Ltd. These sailings make connections at Montevideo with Royal Mail Lines "A" and "H" class vessels both to and from England.

Stanley, on East Falkland, in the north-east group, the only town of importance, has a fine inner and outer harbour. The population is about 1,250, and its houses are mostly of wood and iron. It is very difficult to rent a house at Stanley, but there is a small hotel and a few boarding houses which are reasonably comfortable. The bay, surrounded by low-lying hills covered with a brownish vegetation, looks somewhat like home to the native of Northern Scotland. Saddle transport is general, although a few motor-cars and lorries are in use.

Points of Interest :—In Sparrow Cove, Port William, can be seen the "Great Britain"—the first of the iron screw steamships. Government House, the Colonial Secretary's Office, and the little Cathedral claim attention, as well as the monument commemorating the Battle of 1914. The Town Hall, containing the Museum, Library, Court-room and Post Office, was destroyed by fire in 1944. The new Town Hall was completed in 1950.

Landing :—By shore-boat.

Currency :—Local Government notes and English silver.

East and West Falklands.

The Falkland Islands lie 300 miles east of the entrance to the Straits of Magellan, and form a land surface of 4,618 square miles. Their conformation, with fjord-like inlets and evidences of glacial action, shows some resemblance to Eastern Tierra del Fuego.

East Falkland, with its adjacent islands, has an area of 2,580 square miles; West Falkland, with its islands, 2,038 square miles. These two groups constitute the "Colony," as distinct from the Dependencies, far to the southward, which form part of Antarctica. They lie between lat. S. 51° and 53° and between long. W. 57° and 62°; approximately 1,000 miles due south of Montevideo and 480 miles north-east of Cape Horn.

Mount Adam, the highest point of West Falkland, is 2,315 ft. high. Mount Osborne, the tallest peak of the Wickham Heights, on East Falkland, is 2,245 ft.

The people of the Falklands are almost exclusively of pure British descent, and descendants of the early pioneers own the greater part of the land. They are hard-working and thrifty and number 2,231. The general health is good.

Climate :—The islands are in the same latitude South as London is North but there is little similarity in climate apart from the hours of sunshine, which are almost identical. Mean monthly temperatures are uniformly lower than in London but London has both higher and lower extremes. There are no warm spells, such as occur in a good English summer; there may be cold outbreaks at almost any time of the year and the weather is generally changeable. The Islands are exposed and persistent strong winds spoil many otherwise pleasant days in the summer. (The wind reaches gale force one

day in five). Annual rainfall is rather higher than in the London area.

The climate is bracing. Some people find the strong winds trying though somewhat similar conditions are found in the exposed coastal districts of Scotland. Spring, Autumn and Winter clothing, as used in the United Kingdom, is suitable. There is no need for extra-heavy underclothes and wind-proof outer clothing is much warmer.

Mean Annual Temperature	=	43° F.
Mean Annual Maximum	=	70° F.
Mean Annual Minimum	=	19° F.
Mean Annual Wind Speed	=	15 knots.
Mean Annual Rainfall	=	30 inches.

Soil :—Upon East Falkland the country is wild moorland, interspersed with rocks and stones. Building-stone of Devonian and Gondwana formations is found in different parts of the island. The soil is chiefly soft peat, making travelling difficult. There are no roads except in Stanley, and communication is by horse, boat, or caterpillar cars. The islands are so well adapted for sheep-farming that the whole acreage has been devoted to that industry. The tussac, which grows to the height of 7 ft., yields fattening food for cattle, but has disappeared from the main East and West Falklands, but abounds on the smaller islands. There are only a few trees.

EARLY HISTORY.

The Falklands are said to have been visited in 1592 by the English navigator Davis and in 1594 by Sir Richard Hawkins, who first described them in detail. Captain Strong landed upon them in 1690 and gave them their present name. During the first half of the 17th century adventurers from St. Malo visited the islands, and called them *Iles Malouines* in French, and *Islas Malvinas* in Spanish.

In 1764 they were taken by France, and Bougainville planted a small colony at Port Louis. Two years later France admitted Spain's prior claim and ceded her rights. In 1767 England asserted her dominion, and a post was established in the West Falklands to survey the group. This was driven out by the Spaniards in 1770 and restored in the following year, after threat of war. The post was abandoned in 1774, and there was no further formal occupation until 1820, when the "United Provinces of South America" hoisted their flag at Port Louis. This settlement was broken up in 1831 by an American warship owing to the illegal imprisonment, by a German in charge of the settlement, of some American sealers. In 1832 British warships were sent to reassert Britain's claim. Argentina refused to leave; its flag was struck, the British flag raised, and the Argentine garrison expelled. There has been no change of ownership since. Centenary celebrations were held in 1933.

The Argentine Government still does not recognize the British occupation, and presents an annual protest against it. In Argentina the Falklands are known as the "Malvinas."

ADMINISTRATION.

The Colony is administered for the Crown by a Governor, aided by an Executive and Legislative Council. The Legislative Council is composed of the Governor (Chairman); three ex-officio members—the Colonial Secretary, the Senior Medical Officer, and the Agricultural Officer; two official and two non-official members nominated by the Governor; and four representatives elected by the people.

The Governor is ex-officio Judge; there is usually a magistrate for East Falkland, and one for each of the Dependencies.

Elementary education is provided in Government school in Port

Stanley, and by travelling teachers in the camp.

GOVERNOR : Sir Miles Clifford, K.B.E., C.M.G.

NATURAL PRODUCTS.

Farming methods are less advanced than in Argentina. The poverty of the soil, the isolation of the colony, and the intemperance of the climate, make progress difficult. The whole colony carries only 11,030 cattle and 2,070 horses. Sheep-farming is the only important industry. The islands carry some 500,003 sheep, yielding about $4\frac{1}{2}$ million lb. of wool for sale, chiefly on the London market. Surplus sheep are boiled for tallow. Export of wool : 1940—4,224,128 lb., value £567,348 ; 1950—4,343,073 lb., value £542,956.

Export of hides and skins : 1940—3,431 cwt., value £63,878 ; 1950—4,043 cwt., value £10,419. Tallow, 1949—820 cwt., value £7,110 ; 1950—765 cwt., value £2,141.

A single company farms almost one-third of the area and one-third of the sheep. The larger of the 23 remaining farms are owned by companies and farmed by resident managers.

Small quantities of oats and potatoes are grown.

COSTS AND WAGES.

The cost of living is approximately the same as within the United Kingdom. Freights necessarily add to the prices of groceries, all of which are imported. There is, however, no purchase tax, and only tobacco and liqueurs are subject to import tax. Small luxury goods on which the freight is correspondingly low are therefore much cheaper than in the U.K.

Farm servants get £10. 10s.—£16 per month, plus cost of living bonus at the rate of £5. 13s. 9d. per month, with quarters, fuel, meat, and milk free. Unskilled labourers earn 1s. 4d. per hour, and skilled workmen about 1s. 9d. per hour in Port Stanley, plus 7d. per hour cost of living bonus. No labour may be imported, except by permit from the Colonial Government.

FOREIGN TRADE.

	1947.	1948.	1949.	1950.
Imports	245,296	293,212	294,515	328,372
Exports	265,096	321,384	458,722	569,027

The principal imports are hardware, groceries, timber, drapery and wearing material. The exports consist of wool, tallow, hides and sheepskins.

POSTAL COMMUNICATIONS.

Mails are received about once a month, *via* Montevideo. Air mail for the Islands is sent by air to Montevideo and on by sea. Rates are 6d. for air letter forms, 1s. up to 5 grammes, with 1s. for each additional 5 grammes.

POSTAGE.—British Empire 2½d. per ounce ; other parts 3d. first ounce, 2d. per additional ounce.

WIRELESS communication is now maintained with London, Montevideo, Punta Arenas (Chile), General Pacheco (Arg.), South Georgia and Bergen (Norway). There is a Government local relay system.

THE DEPENDENCIES.

The Dependencies, as distinct from the Colony, include the land surface between longitudes 20° W. and 50° W. to the south of latitude 50° S. ; and between 20° W. and 80° W. to the south of latitude 58° S. The boundaries include a sector stretching to the South Pole, the territory of Graham Land and a number of islands. Of the last-named, South Georgia, the South Shetlands, South Orkneys, and South Sandwich Islands are the chief.

The total area of about 3 million square miles includes about 1 million square miles of sea, fairly accessible for whaling, sealing, and fishing. The Weddell Sea, with its floes and icebergs, forms part of the area.

A chain of stations at which work on surveying, geology, meteorology, etc., is done, is maintained in the Dependencies. This work is carried out by the Falkland Islands Dependencies Survey.

The whaling industry in Antarctic waters is greater than that of the entire remainder of the world. In 1949, 169,203 barrels of whale oil, value £2,296,293 were exported from South Georgia. The 1950 figures were 149,192 barrels, value £1,925,112. The production of guano and meat meal has been considerable. Export of guano and meat meal ; 1948—value £116,639 ; 1949—£128,024 ; 1950—£387,423. Export of seal oil, 1948—15,166 barrels, value £212,002 ; 1949—13,358 barrels, value £189,726. The 1950 production was not exported during that year.

South Georgia, in latitude 54½° S. and longitude 36° to 38° W., has an area of about 1,000 square miles, and a population of about 1,500 during the summer whaling season and rather less than half that number during the winter. There are three land based whaling factories, and of the whalers most are Norwegian or Swedish. The resident magistrate and other officials are stationed at Grytviken Harbour, where there is a wireless station in communication with Stanley.

South Georgia is a mass of high mountains covered with snow where not too precipitous. Observations extending over three years point to snowfall upon 124 days per annum. The valleys are filled with glaciers which in many cases descend to the sea. The coastal region is free from snow in summer and more or less clothed with vegetation.

The **South Shetlands**, about 400 miles S.E. of Cape Horn, have good summer harbours, including one at Port Foster on Deception Island, a place notable for its hot springs. There is one shore whaling station but it has not been worked for several years.

The **South Orkneys**, about 200 miles eastward of the South Shetlands, serve as a base for whalers, as do the **South Sandwich Islands**, a volcanic group some 250 miles S.E. of South Georgia.

The trade done by the Dependencies is as follows :—

	1947.	1948.	1949.	1950.
	£	£	£	£
Imports	785,897	2,043,335	1,703,894	5,934,293
Exports	1,949,492	3,900,203	3,553,244	6,576,346

These figures include re-exports. In 1950 re-exports amounted to £4,260,714.

Of the 1950 imports, £4,414,752 is accounted for by whale products, brought in from the High Seas and later re-exported.

FRENCH GUIANA

Routes to French Guiana.—Cayenne is on the east coast route of Pan American Airways. The Steamship Navigation Company has a fortnightly service between Cayenne and French Guiana. Normally, the French Line voyages to Lorient, Southampton, Cayenne, and St. Laurent. There is a small steamship service which calls at nearly all the coastal towns of French Guiana.

Cayenne, the capital and the colony's chief port, is on the island of Cayenne at the mouth of the Cayenne River. The population is about 12,000. It is 400 miles from Georgetown (British Guiana) and 200 miles from Paramaribo (Dutch Guiana) by sea. Ships discharge into lighters. The mean annual temperature is 80°F., and varies little; the average rainfall is 100 inches. There is a road to St. Laurent (140 miles), and another running inland (25 miles). All the political and commercial administrations are at Cayenne.

Hotels: Hotel des Palmistes; Hotel de l'Europe. There is a housing shortage. Unfurnished and furnished rooms are expensive.

Air Services:—See under Air Section. The aerodrome is 17 kiloms. from the town.

St. Laurent du Maroni, on the Maroni, with about 2,000 inhabitants, is the next important town. There are two hotels, slightly cheaper and no better, nor worse, than those at Cayenne.

On the **Iles du Salut** ("Devil's Island"), 27 miles north-west of Cayenne, was the notorious convict settlement in which French prisoners were interned until 1945. Dreyfus was a convict there.

PHYSICAL FEATURES.

Guyane, the only French possession in South America, lies north of Brazil, its eastern frontier formed partly by the River Oyapok and its southern by the Tumuc-Humac mountains. The western frontier with Dutch Guiana is along the Rivers Maroni and Itany. The northern boundary is the Atlantic coastline of about 300 kilometres.

The area is estimated at 14,740 square miles, or one-third that of France. The land rises gradually from the coastal regions to the higher slopes and plains or savannahs, about 50 miles inland. Forests cover the hills and valleys of the interior.

The colony is well watered, for over twenty rivers run to the Atlantic. Besides those named there are the Mana, Cayenne, Sinnamarié (with its tributary the Coulebo), Maroni, Oyack, and Approuague. Smaller rivers and tributaries are the Imini, Ardoua, and Camopi.

The only mountain range of importance is the Tumuc-Humac. Among the higher peaks are Mounts Mitarka, Temorairem, Leblond, and Timotakem, this last in the extreme south on the Brazilian frontier.

The islands include the *Enfant Perdu*, the *Malingre*, *Iles du Salut*, *Ile du Diable*, and *Rémire*.

The climate is tropical with a very heavy rainfall. Extreme ranges of temperature are 36 and 61 F., but is usually between 43 and 52 degrees. The rainy season is from November to July, with a short dry interruption in February and March. The great rains begin in May. The dry season is from July to mid-November. The best months to arrive are February and March. Tropical diseases, dysentery, malaria, etc., occur, but the colony is fairly healthy.

The population, at the 1946 census was 23,513.

ADMINISTRATION.

Awarded to France by the Peace of Breda in 1667, French Guiana was twice attacked, first by the British in 1667 and later by the Dutch in 1676, when the Governor was taken a prisoner to Holland. In the same year the French retook possession and remained undisturbed until 1809. In that year a combined Anglo-Portuguese naval force captured the colony, which was handed over to the Portuguese (Brazilians). Though the land was restored to France by the Treaty of Paris in 1814, the Portuguese remained until 1817. Gold was discovered in 1853, and disputes arose about the frontiers of the colony with Dutch Guiana and Brazil. These were settled by arbitration in 1891, 1899, and 1915.

By the law of March 20, 1946, the "Colony" of French Guiana became a French "Department," with the same laws, regulations, and administration as a department in metropolitan France. The chief Courts sit at Cayenne.

NATURAL RESOURCES.

The soil is fertile, the subsoil rich; there are 750,000 acres of land available for stock raising, and the coastal waters teem with fish. It could be a prosperous agricultural region, but will not be so till agriculture turns to subsistence farming (rice, vegetables, stock raising) to fulfil domestic needs and provide export to the Antilles. Forests should be exploited, roads built, immigration encouraged. Factors which offset this future are the sparse population, and the emphasis on gold mining.

Agricultural products are few and of little importance for export, the principal being sugar, coffee, and cacao. Sugar is grown on 430 hectares. Production is only some 92 metric tons, and 1,273 metric tons of Tafia, or molasses rum. There are cultivated for domestic consumption sweet potatoes, manioc, maize, tobacco, and bananas. Only about 9,000 acres are under cultivation.

Various timbers, including rosewood, are found in the forests, but these have hardly been touched as yet; though a fair amount of hardwood is exported (1,089 m. tons, value 31.1 million francs, in 1949). There are factories for the production of rosewood extract, which is exported to France (2.3 m. tons, value 2.0 million francs in 1949). Small amounts of balata are collected. Export of

sweet orange oil was 70 m. tons, value 25,283,000 francs, in 1950.

The gold mines exported 330 kilos in 1948, 467.1 kilos in 1949. It is the chief industry. Other minerals found include silver, copper, iron, lead, mercury, and phosphates.

Trade: France and the French territories overseas supply most of the imports and take most of the exports.

		IMPORTS, Francs.	EXPORTS, Francs.
1946	.. ..	255,700,000	96,200,000
1947	.. ..	213,700,000	70,300,000
1948	.. ..	878,000,000	153,900,000
1949	.. ..	1,041,300,000	219,300,000

Imports into French Guiana cover a very large variety of commodities, cotton goods, clothing and underwear, metal goods, wines, oils, shoes, paper, dried fish, and flour.

GENERAL INFORMATION.

The **language** is French. The **religion** is predominantly Roman Catholic. Weights and measures are metric.

The **currency** is based on the French unit of value, but the coins and bank-notes differ in design.

Transport:—There are no railways, and the few roads lead to the capital. The main road, more or less a trail, runs for 130 kms. from Pointe Macouria, on the roadstead of Cayenne, to Iracoubo. Another 117 kms. takes it to Nana and St. Laurent. One to three ton boats which can be hauled over the rapids are used to reach the gold seekers, the forest workers, and the rose wood establishments, but air services are beginning to be used.

Commercial Travellers:—The visa of a French Consul is required on passports. No licenses are required and arrangements can be made for the temporary admission of samples under bond for the amount of duty; this is cancelled when the goods are re-exported. The cost of living is up about 300 per cent. since 1939.

Public Holidays:—In addition to the feasts of the Church:—January 1: New Year's Day; July 14: Fête Nationale; and December 25: Christmas Day. Mohammedan holidays are observed, but the dates are uncertain.

POSTS AND TELEGRAPHS.

There is radio-telephone communication between Cayenne, St. Laurent, St. Georges, Régina (Approuague), the Isles du Salut, and Suriname.

Two ordinary telephone lines connect Cayenne and Iracoubo *via* Macouria, Kourou, and Sinnamary, and St. Laurent and Mana. Foreign telegraph communication is *via* Paramaribo or Fort-de-France, from the TSF station at Cayenne.

Outward mails are despatched by various routes at frequent intervals. Postage from Britain, 4d. first ounce, 2½d. each ounce after. Homeward mails, irregular. Air mail, see page 28.

GUATEMALA

External Communications :—The United Fruit Company have sailings to Puerto Barrios from New York, New Orleans, Boston, and Philadelphia. This is the most rapid way by which Guatemala may be reached by sea from Europe. The journey takes six and a half days from New York and four days from New Orleans. There is a monthly cargo service of Saguenay Terminals Ltd., from Montreal to Puerto Barrios, Cristobal C.Z. and British Guiana, and some of the vessels have limited passenger accommodation. Messrs. Elders & Fyfe have occasional sailings from Avonmouth and Swansea to Puerto Barrios.

The Pacific Steam Navigation Company have sailings from Liverpool to West Coast of South America and passengers and cargo for Guatemala are landed at Cristobal C.Z. The passengers continue by air; but cargo connections can be made at Cristobal for Guatemala with the frequent departures for San Jose of Grace Line and Independence Line, which have a service from the West Coast ports of U.S. to Central America and the Canal. The monthly services of the French and Italian Lines pass through the Canal to North Pacific ports. Direct steamers from Europe take about three weeks to reach Central America, with the exception of the French Line which calls regularly at Guatemala and covers the distance from Antwerp in about 17 days.

The Alpine Line has a service now between Hamburg and other European ports and Puerto Barrios.

Air Services :—By air Guatemala is connected by the Pan American Airways and TACA with the United States *via* Mexico and with South America *via* Panama; also with the capitals of the other Central American republics.

A local company, AVIATECA, with headquarters at Guatemala City, serves numerous interior points. Its main business is the carriage of chicle from El Peten.

Both Guatemala City and Puerto Barrios have large airports, and there is a military air base at San José. Nearly all the county towns have landing grounds.

Guatemala City, capital of Guatemala, set on a plateau 4,880 ft. above the sea, is connected by rail with the Atlantic at Puerto Barrios (200 miles), with the Pacific at San José de Guatemala (75 miles), and Champerico (156 miles). It is connected by road with San Salvador (165 miles), with the Mexican frontier at Ayutla (177 miles), and with San Salvador *via* Zacapa (254 miles). It is connected by road with San Salvador to the East (165 miles) and also with the

Mexican Republic on the western side. Work has now been started on a highway (235 miles) which will connect the capital with the Atlantic in the vicinity of Puerto Barrios at Santo Tomas, the old Belgian Settlement farther within the bay, where a modern port will be built.

The city's population is 293,998, the climatic range is from 45 to 85° F., and the rainfall about 45 in. per annum. The city was founded in 1776, after the destruction of the former capital now called Antigua, some 25 miles away. Its surroundings of green hills and volcanoes are strikingly beautiful. The streets are broad (and practically all are either asphalted or cement paved), and in the business quarter many imposing buildings have been erected. The National Palace, the Police Headquarters, University, Public Health Institute, Temple of Minerva, Chamber of Deputies, the Post Office and Airport are notable. There are four particularly beautiful churches, the Cathedral, the Cerro del Carmen, La Merced and Santo Domingo. Municipal improvements to the drainage and water supply have been made.

Guatemala City is the only commercial centre in the country. All agents for foreign firms are concentrated there.

Touring agencies promote travel within the country, which is rapidly being opened up by good motor roads, many asphalted. The roads are serviceable during the rains. It is now possible to drive from Guatemala City through the highlands to Totonicapan, visiting Lake Atitlán and Sololá *en route*, and thence down to Quetzaltenango, and on to San Marcos and the Suchiate River (Mexican frontier, 12 hours) or to other towns in western Guatemala. It is also possible to motor from Guatemala City across the frontier to Santa Ana, in the Republic of Salvador, and on to the capital San Salvador, in 7 hours. The route is through Barberena, Cuillapa, San José, Acatempa, Progreso and Asuncion Mita. This motor tour is a fascinating experience, with magnificent stretches of scenery and numerous Indian villages by the way or just off the route. From Guatemala City one may also drive all the way along an asphalted road to the port of San José on the south coast in 2 hours, or go by auto-bus in 3 hours. Quetzaltenango is reached by car in 6 hours, and Cobán in 12 hours.

Hotels :—San Carlos Gran, Victoria, Palace, Pan American, comfortable and excellent meals, U.S. \$8.00-10.00 a day with board; also Pension Gueroult for a long stay. There is a permanent display of Guatemalan manufactured articles at the Hotels mentioned. (See advertisements). In addition a large number of good comfortable hotels and boarding houses are now available at more moderate rates.

Restaurants :—Triana; The Patio, under American management; Maya; Los Arcos; El Rinconcito.

Night Clubs :—Triana; Las Palmas; Casa Blanca; Ciro's.

Taxi-cab Fares :—The minimum fare is 50 centavos. Taxis of the Ferrocarril, Azules, Concordia and Palace Companies can be recommended.

British Legation :—11, Calle Poniente, No. 10.

Cables :—All America Cables and Radio, Inc., 6a Avenida Sur Esquina, 10a Calle Oriente. Tropical Radio: 12, Calle Oriente 1B and Palace Hotel.

Bank of London and South America; Banco Agrícola Mercantil; Credito Hipotecario Nacional de Guatemala; Banco de Guatemala; Banco de Occidente.

Clubs :—Guatemala Club and the American Club. There is a golf course at the Guatemala Country Club, 5 miles from the city, and the Mayan Golf Club. The Guatemala Lawn Tennis Club is the chief centre for tennis.

Tourist Bureau :—11 Calle Poniente.

Rail :—International Railways of Central America to Puerto Barrios, two through trains daily in each direction, 10½ hours. San José de Guatemala (Pacific port, two

trains daily in each direction). To Chanperico via Retalhuleu, daily to San Salvador via Zacapa, daily; connection is made at Avutla 180 miles with the National Railways of Mexico.

No meals are served in trains, although sandwiches and light refreshments, iced beer and soft drinks can be bought.

Road 1:—Motor-car (or motor coach, Q4.00) can be taken to San Salvador, capital of the neighbouring republic.

EXCURSIONS.

To Lake Amatitlan by rail (see Amatitlan), or by motor.

To Antigua by motor (25 miles).

To Lake Atitlan by rail (87 miles) to Patulul, and motor car to Solola, where there is an hotel, or by motor car from the capital. A steam launch makes regular trips upon the Lake Atitlan, which is 64 miles in circumference, and 6,000 ft. above the sea. Volcanic mountains surround the water, there are numerous picturesque islands, and a dozen primitive Indian settlements are seen upon the shores.

Hotels at Lake 1:—Tzanjuyu; Casa Contenta.

Puerto Barrios, in the large land-locked Gulf of Amatique, on the Atlantic coast, is the terminus of the International Railways of Central America. It is about 200 miles from the capital, and has a population of 21,378. Three-fourths of the import trade of the country is done at this port. Ships anchor in Barrios Bay in 6 fathoms with good holding ground. The bay is well sheltered and there is no bar. A covered concrete pier running E. and W. projects from the shore 2,112 ft. Width 126 ft. Sheds for coffee and cargo 1,065 ft. in length, with railway tracks on each side. The north side is used for loading bananas. Cargo is handled off the south side, which can accommodate three large ocean-going vessels, the depth alongside being 25 to 29 ft. Also berthing room for three smaller craft drawing less than 15 ft. Lighters and tugs are available and a dredger is in operation. There is a hospital at Quirigua. There is no road to Guatemala City, though one is to be built. It is served by air from the Capital three times a week.

Tourists may ascend the Rio Dulce as far as Lake Izabal and the old Spanish fort, San Felipe, set among superb river and lake scenery. Sixty miles out of Puerto Barrios by rail is Quirigua, where are the wonderful Maya ruins. There are temples, monoliths and columns covered with baffling inscriptions.

Hotels 1:—Del Norte, \$6 U.S.; Tivoli, \$3 U.S.

Steamers 1:—Weekly to New Orleans, New York and Europe. A motor-boat service is maintained with Livingston and Puerto Cortes.

Railway 1:—To Guatemala City, 7.45 a.m., arrive 5.45 p.m. Also night service, 12 hours, but best avoided unless there is an observation car. Fare Q5.90.

Cables 1:—Tropical Radio, United Fruit Company building.

San José, an open roadstead on the Pacific side, is the second port of the country. It is connected with the capital by 75 miles of rail, with two daily trains, and by an asphalted motor road (68 miles, 1½ hours by car, 3 hours by daily motor coach). San José has an iron wharf 915 ft. long by 72 ft. wide, with a depth of 35 ft. at pier-head. Here there is storage room for 8,000 sacks of coffee. There are facilities for receiving 600 tons of merchandise per day, and for handling weights up to 20 tons. The chief exports are coffee, honey, sugar, hides, deerskins, mahogany, cedar, and essence of lemon grass. The population is small (8,116) and the place is of importance only as a port of entry or departure and as a seaside resort. Owing to the heavy surf, ships have to anchor about a

mile off the pierhead and all cargo and passengers are transported by lighters which are towed alongside the pier.

Rail :—To Guatemala City and Puerto Barrios ; also to Champerico *via* Retalhuleu and to the Mexican border.

Hotels :—California, \$3.50 U.S. ; Pacifico, U.S. \$5 ; Vina del Mar (new, with swimming pool), U.S. \$6.

Trains :—For the capital leave at 5.20 a.m. and 2.25 p.m. arriving at 10.30 a.m. and 7.35 p.m. respectively. Fare, Q1.80.

Steamers :—Regular three-weekly service with Champerico and Puntarenas C.R. and Ecuadorean, Peruvian and Chilean Ports ; also with Seattle, Vancouver, and to Scandinavian ports. Passenger accommodation is difficult to obtain.

Cables :—All America Cables and Radio, Inc.

OTHER TOWNS.

Amatitlan, upon the lake of the same name, is 23 miles by rail and 17 miles by asphalted road from the capital. The lake, a beautiful sheet of water $7\frac{1}{2}$ by $2\frac{1}{2}$ miles, gives fishing and boating. There are thermal springs on the lake side with groves of trees, coffee and sugar plantations. The lake is surrounded by picturesque chalets with lawns to the water's edge. Population, 11,552 ; Altitude, 4,080 ft.

Hotels :—Central ; Los Arcos.

Antigua, the former capital, 25 miles from Guatemala City, is reached from that point by motor-car and daily service of motor-coach. The town is pitched 5,000 ft. above sea-level in view of the three volcanoes—Água, Fuego, and Acatenango—which rise to some 13,000 ft. It had in the eighteenth century a population of 80,000, a university, and about one hundred churches and monasteries. An earthquake of 1773 destroyed the city, creating ruins which rank with the most impressive in the New World, but the Cathedral, built 1534, is intact. Picturesque coffee estates surround the town, which has 16,613 inhabitants.

Antigua has splendid examples of Colonial architecture. See the ruins of El Carmen ; of Santa Cruz, off the road in a coffee plantation ; the hospital, the Cabildo, the Museum, Casa de los Leones, and the Church of La Merced.

Hotels :—Nimajay, 50 rooms ; Posada Belen ; Q4.00-10.00 a day, with meals ; Aurora ; Alcazar.

Ayutla, upon the Mexican frontier, is 49 miles by rail from Retalhuleu. It is separated from the Mexican town of Suchiate by the Suchiate River ; the two railway stations are about 3 miles apart. The river is crossed by a railway bridge to Suchiate, from which point Mexico City can be reached over the Mexican National Railways. There is a road bridge 25 miles up-stream into Mexico. Population, 5,674.

Hotels :—La Perla ; Pension Rosita.

Champerico, an open roadstead upon the Pacific, in the western part of the country. The town has only about 2,711 inhabitants, but it is served by daily trains from the capital *via* Retalhuleu throughout the year. The long iron wharf is connected by two railway tracks with shore warehouses. It has storage for 8,000 bags of coffee, and facilities for handling 300 tons of cargo daily. It is the port for Retalhuleu and Quezaltenango, and is visited frequently by steamers plying to Europe *via* the Canal and between Puget Sound, San Francisco and Ecuadorean, Peruvian and Chilean ports.

Hotel :—Miramar.

Chiquimula, capital of Department of the same name, is 18 miles from Zacapa, on the International Railways, and can be reached from the Capital either by rail *via* Zacapa or by road. It stands 1,245 ft. above sea-level, and has a population of 23,015. Climate, warm but healthy. The principal products of the Department are rice, corn, beans, coffee, sugar-cane, cacao, and tobacco. There are also minor silver, lead, copper and gold mines. Chiquimula has kept much of its Colonial character. See in particular the Church.

During the month of January thousands of pilgrims pass through the town on their way to Esquipulas, where there is a famous sanctuary.

Hotels :—Zacapa ; Pension Guatemala.

Coatepeque, in the Department of Quezaltenango, stands at an altitude of 1,580 ft., and has a population of 22,811. It is 44 miles from Quezaltenango, 160 miles from Guatemala City, and 21 miles from Ayutla. It is reached from the capital by railway and from Quezaltenango by motor. It is the centre of one of the richest coffee zones in the country. Other products are maize, sugar cane, bananas, and cattle.

Hotel :—Europa, Ambos Mundos.

Cobán, capital of the Department of Alta Verapaz, is 100 miles north of Guatemala City, in the centre of a rich coffee-growing district. The climate is semi-tropical, the altitude is 4,331 ft., and the population 29,242. There are water connections with Livingston, near Puerto Barrios, including a 28-mile link of railway between Panzos and Pancajche. A road is open all the year round to Pancajche and another to El Rancho (dry season only) on the International Railway. AVIATECA plane service 3 times a week.

Hotels :—La Posada ; Monja Blanca.

Escuintla, 32 miles from the capital along the new road to San José and upon the railway to San José and the Mexican frontier, is a winter resort. The Agua volcano faces the town, which is situated in a rich tropical valley at an altitude of 1,100 ft. Population, 31,018. The town is famous for its medicinal baths and fruit. There are motor roads to Taxisco, to Guatemala City, and Antigua. Air port at Concepción, 2 miles away.

Hotels :—Ferrocarriil ; Metropol.

Flores, capital of Petén Department, is 280 miles from Guatemala City, whence it may be reached by air. It is also reached from Belize, British Honduras, *via* the Belize River, and then overland, a trip which takes anything from 4 to 15 days, according to the weather. The products are chicle and timber. Population, 3,305. Altitude, 436 ft. The town is built on an island in the middle of a beautiful lake. The Mayan ruins of Tayasal are near.

Hotel :—Cambranes.

Huehuetenango, 150 miles from the capital and towards the Mexican frontier, is a lead, silver, and copper mining centre, at the foot of the Cuchumatanes mountains. There are good roads to Quezaltenango (57 miles), and Guatemala City, (181 miles). A short road to Comitán (Mexico), completes the Inter-American Highway from Nuevo Laredo (U.S.A.) to Ocotlán, on the Guatemalan border. The remaining portion to Huehuetenango to connect with

San Salvador has still to be built.

The climate is pleasant, for the elevation is 6,100 ft. The population is 16,783. Air and motor-coach services to Capital daily.

Hotel 1—Pan American.

Jalapa, capital city of the Department of Jalapa, is situated in a beautiful valley at an altitude of 4,526 ft. It is reached from Guatemala City by motor car and then by train to Jalapa Station. The main products are corn and beans. Population, 27,331. Average temperature, 68° F., but falls in December and January to as low as 41° F. The valley of Monjas, near the city, is one of the most fertile in the country. A motor bus service runs daily.

Livingston, on the left bank of the Río Dulce, is 14 miles northwest of Puerto Barrios on the Gulf of Amatique. Its principal trade is in bananas and boat-building. The place serves as a starting point for Cobán *via* the beautiful Dulce River, Lake Izabal and the Polochic River, as far as Panzos (110 miles), rail to Panajachel (30 miles), and thence by automobile (50 miles). There is an over-night stop at Panzos, but food should be carried for the trip. The population is 7,195. Livingston ships about 100,000 quintals of the famous Verapaz coffee from Cobán annually.

Hotel 1—Livingston.

Mazatenango, on the Central Railway, 114 miles from the capital, 80 miles from San José, is the chief town of the Costa Grande zone, a district fertile in coffee, sugar, cocoa, and tropical fruits. Population, 18,013. Altitude, 1,250 ft. Aviation field at Chitalon, 2 miles away.

Hotels 1—Guatemala, Josué.

Quetzaltenango, second city of the Republic and the capital of its Department, is 70 miles inland from Champerico and is served from that port by International Railways as far as San Felipe, thence by motor car. The altitude is 7,800 ft., the population 36,209, and the climate good. The neighbouring valley is fertile in grain and coffee. The streets, houses and people are picturesque. A road is open *via* Lake Atitlán and through Godinez and Chimaltenango to Guatemala City (124 miles). A road through San Marcos runs to the Mexican frontier. The richly rewarding Indian township of **Chichicastenango** is 50 miles away by road. It has fascinating market scenes on Thursdays and Sundays, distinctive tribal costumes and exotic products. The best hotels are the *Mayan Inn* and the *Chaguilla*.

Hotels 1—Plaza ; Recreo ; Modelo, \$4-7 U.S.

Quiché, 90 miles west of the capital, 6,500 ft. above the sea, has a population of 19,451. The ruins of Umatlán, the Indian city which the Spanish conquerors destroyed, are close at hand.

Quiriguá, in the valley of the Motagua River, and on the railway from Puerto Barrios (60 miles), has the remains of a Maya temple and carved monoliths of prehistoric age and remarkable beauty. The United Fruit Company Hospital is here.

Retalhuleu, a town of 19,994, on the International Railway, is reached from Champerico (28 miles) and from Ayutla. The town serves a large number of coffee and other estates. The climate is

hor. Altitude, 785 ft.

Hotels :—Astor ; Central.

San Marcos, near the Mexican frontier, and 35 miles west of Quetzaltenango, is a centre of the coffee trade. Altitude, over 8,000 ft. The Indian town, San Pedro Sacatepequez, one mile away, is of considerable commercial importance. The combined population is about 12,192. It has an air port and a radio station. The motor-road from Quetzaltenango is exceptionally picturesque. This road, a section of the Pan American Highway, is continued to the International Bridge over the Suchiate River, at Talisman into Mexico.

Hotel :—Longo.

Sololá overlooks Lake Atitlan from an altitude of 7,000 ft. The Solola and San Pedro volcanoes are in the same district, and the scenery is impressively grand. Solola is reached by motor from Guatemala City (100 miles), *via* Los Encuentros. Population, 16,702. Close by is the native village and tourist resort of Panajachel, on the borders of the lake.

Hotels :—Taanjuyu and Casa Contenta.

Totonicapán, capital of its Department, is east 15 miles from Quetzaltenango, or about an hour by car. It has an Indian population of 29,387, and a semi-tropical climate. Altitude, 8,300 ft. Products : wheat, corn, beans, wool. There is a road to Guatemala City (110 miles), and another to Nahuala.

Hotel :—Central.

Zacapa, with a population of 18,000 stands 100 miles from the capital on the railway to Puerto Barrios, or about midway. Passengers stop for meals. A line from this point connects with the Salvador section of the International Railways. Altitude, 613 ft. Good quality tobacco is grown, and the local sulphur springs are used in the treatment of rheumatism. There is a road to the Capital.

Hotel : Petrocarril.

PHYSICAL FEATURES.

Guatemala, the chief commercial country of Central America, has a superficial area of 45,452 square miles. It is bounded by Mexico, British Honduras, Honduras, and Salvador. It has an Atlantic seaboard of 70 miles and a Pacific coast line of 200 miles. About two thirds of the country—the western and southern areas—is mountainous and volcanic, sloping sharply to the Pacific and more gradually to the Atlantic.

The Peten Department, however, is in the main a low, undulating plain. The Cordillera of the Andes is towards the Pacific coast. The Cockscomb range of mountains extends into British Honduras, and the Santa Cruz range towards Amatique Bay and the port of Livingston. The Merendon Mountains, east of the Motagua River, divide Guatemala from Honduras.

Of the numerous volcanoes two only are still active. Fuego (12,581 ft.), long extinct, erupted once more in 1932 and is still smoking. A new and active vent in the volcano Santa Maria burst out in 1902 and gives continual evidences of activity ; it is close to Quetzaltenango. Agua destroyed the first capital of Guatemala in 1541. Tacaná (13,330 ft.) and Tajumulco (13,814 ft.), both near

the Mexican frontier, are the two highest peaks. Santa Maria is 12,300 ft. high, Atitlán 11,500, Acatenango 13,000, Agua 12,300, Pacaya 8,500, Jumay 5,940, and Chingo, on the Salvadorean frontier, is 5,850 ft. Earthquakes are fairly frequent.

The important rivers include the Usumacinta, which enters Campeche Bay in Mexico ; and the Motagua and Polochic (navigable) which have a course of about 300 miles before flowing into the Gulf of Honduras. The larger lakes are Izabal (36 miles in length), Petén (27 miles), Atitlán (17 miles), and Amatitlan (9 miles).

The temperature, dependent in the main upon altitude, varies greatly. Most of the population lives at altitudes of between 3,000 and 8,000 ft., where the climate is healthy and of an even spring-like warmth—warm days and cool nights. The temperature in this "templada" region ranges between 45° F. in December and January to 85° F. in March and April. The coast lands and northern region, low-lying, hot, humid and tropical, are covered with dense vegetation. The mean annual temperature in this "tierra caliente" is about 80° F. The winter months are 6-12 degrees cooler than the hot months of March and April. The pronounced rainy season is from May to October ; the dry from November to April.

Population :—The census of 1950 showed a population of 2,787,030, consisting of 1,409,710 males and 1,377,320 females ; the urban inhabitants number 880,141 and the rural population is 1,906,889. At least 55 per cent. are Indians, speaking native dialects as well as Spanish, and illiterate. The remainder are of mixed Indian and Spanish descent (ladinos). The religion is Roman Catholic and the language of commerce Spanish, although English is widely understood. Immigration is discouraged. The birth-rate is 16.8, and the death-rate 11.2.

GOVERNMENT.

PRESIDENT.

Lieut.-Col. Jacobó Arbenz Guzman.

MINISTRY.

Foreign Affairs	..	..	..	..	Manuel Galich.
Finance	..	..	..	..	Augusto C. McDonald.
Interior	..	..	..	..	Ramiro Ordóñez Paniagua.

There are seven other ministries.

Under the Constitutional Charter of 1945 the President is elected for a term of six years, and thereafter remains ineligible for re-election for twelve years. The nominees are elected by the National Congress to replace the President in given contingencies. The President and Council of State are empowered in national emergencies to suspend certain constitutional guarantees. The Council of State has seven numbers, four nominated by the President, three elected by the Congress, and its functions are advisory. The National Legislative Congress, elected by direct popular suffrage, consists of deputies for each 30,000 inhabitants or fraction exceeding 15,000. Failing an absolute majority of votes for any one Presidential candidate, the Assembly elects the President of the Republic from among the three candidates obtaining the

greatest number of popular votes. The Assembly declares war, governs national finance, and controls concessions.

Guatemala is administratively divided into 22 departments. The governor of each is appointed by the President.

NATURAL RESOURCES.

The \$ sign represents American dollar. Quintal 46.01 kilos.

The country is mainly agricultural. The chief crops are coffee, maize, bananas, sugar cane, chicle gum, wheat, rice, beans, potatoes, cotton, and cacao. There are three well marked climatic zones. Land near the coast, up to an altitude of 2,000 ft., is suited to stock raising, sugar, essential oils, cotton, maize, rice, bananas, rubber, palms, tropical and European fruits and vegetables. The inland regions (2,000 to 6,000 ft.) grow sugar, coffee, maize, and fruits. A third zone, with an altitude up to 12,000 ft., is given over to wheat and other cereals. The soil is in the main good, but is not uniform. Owing to labour shortages, mechanical methods are beginning to replace the old ways of farming.

The staple product is **coffee**, mostly of fine quality and grown on steep mountain sides at altitudes of 1,500 to 5,000 ft. The chief coffee districts are in the highlands on the Pacific slope from Guatemala City to the Mexican border, and on the Atlantic side around Cobán. Trees are planted among other trees and hand labour is exclusively used. Trees bear in from 3 to 5 years, but most profitably during the succeeding 5 to 10 years. The area planted is about 128,000 hectares. The crop period is from November 1st to October 31st. The 1949-50 crop was 1,075,000 bags of 69 kilos, but the 1950-51 crop was 10 per cent. smaller. Internal consumption is 175,000 bags. The U.S. takes 91 per cent.

The coffee is mainly of the Arabica type, and accounts for 66 per cent. of the total exports. Exports: 1949—1,192,000 quintals, value Q.37,369,000; 1950—1,192,000 quintals, value Q.52,760,000.

The **banana** industry ranks second only to coffee, and in addition to the large plantations near Puerto Barrios, upon the Atlantic slope, new estates have been opened upon the Pacific for the supply of the Californian market. The United Fruit Co., and their affiliate, the Cia. Agrícola are the only scientific producers, but bananas are grown for shade in coffee fincas as well. Bananas account for 19 per cent. of total exports. Exports: 1949—4.7 million stems, value Q.7,585,000; 1950—6.2 million stems, value Q.7,648,000.

Sugar is planted chiefly upon the Pacific slope at an altitude of 1,000 feet. The production of white sugar was 27,375 m. tons in 1950-51, besides a considerable amount of foot sugar, or panela (28,893 m. tons). Sugar is now imported.

Guatemala has an effective monopoly of the **chicle** gum extensively used for chewing in North America. Large quantities of chicle are gathered in the Petén province, flown to Puerto Barrios, and exported. Production fell from 40,000 quintals in 1948-49 to 10,000 quintals in 1949-50. Export: 1949—26,000 quintals, value U.S.\$1,843,872; 1950—14,000 quintals, value Q.1,306,000.

The country is rich in **timber**, notably mahogany and cedar. The

northern provinces contain vast areas of virgin forest largely unexplored. The Petén region is the richest. About 150 varieties of timber have been classified. Exports, 1950: mahogany, other cabinet woods, and ordinary timber (mostly pine), 822,000 board ft., value Q.184,000. There are small exports of cinchona bark.

Maize, the staple food of the people, yields one crop in the highlands and three in the coastal regions, yearly. Production, 707,000,000 pounds. Rice of excellent quality is grown for domestic consumption (15,000,000 lb.), as well as quantities of beans (159,476,000 lb.), sweet potatoes (666,000 bushels), and cassava (manioc). The soya bean is sown on 124 manzanas; sesame on 4,800 manzanas. Leaf tobacco production was about 4,600,000 lb. in 1950. Production of cacao was 1,298,000 lb., in 1950-51. Export, 1950—797,752 lb.

Wheat :—Large areas are suitable for wheat, which is cultivated exclusively and somewhat erratically by Indian peasants. The production is small and large imports have to be made.

Cotton :—The native variety known as Criollo is of short staple (just under one inch) and is practically immune from attack by insect pests. It is very white and of exceptional strength. Production is 30 per cent. of native requirements, which are 60,000 quintals.

Production of **vegetable oils** is estimated at 2,300,000 pounds, including 1,000,000 pounds of oil from native palms, 900,000 pounds of sesame oil, 300,000 pounds of cottonseed oil, and 100,000 pounds of miscellaneous oils, including castor, coconut and peanut.

Of the essential oils, Guatemala exported 1,103,000 lb. of citronella and 177,285 lb. of lemon grass oil in 1950. Total value: U.S.\$2,000,000.

There are important **cattle** estates upon the Pacific coast, and live fat cattle are exported. Wool is grown for local use in the western part of the country. The official estimate of live-stock shows 900,970 cattle, 216,400 horses, asses, and mules, 617,600 sheep, 63,550 goats, and 374,380 pigs. A modern slaughter house is operating at Escuintla.

Hides :—Export of hides and skins was valued at Q.328,000 in 1949.

Other Products :—Coconuts, rubber, horn, and beans are exported in growing quantities. A very excellent quality of **honey** is produced, and bee-keeping, which is general on the coffee and other plantations, is becoming a cottage industry. There are 48,000 hives, giving 4,000,000 lb. of honey and 108,000 lb. of wax. Both honey and wax are exported.

That Guatemala is not more productive is due to lack of capital, shortage of labour, and the want of communications. The coastlands are very fertile. The highlands, from the capital to Quetzaltenango, could grow more than enough maize, wheat, and other cereals for the population. Large areas along the Northern railway need only an irrigation scheme for development, and there are enormous tracts of uncleared lands in the north.

Mineral Wealth :—There is not much mining activity, but sulphur is obtained almost pure from the volcanoes. Gold is found in rivers near the Atlantic Coast, mainly at Las Quebradas. White

marble was formerly quarried near Zacapa, and there is a limited production of lead, zinc, silver, chromite, manganese and mica.

FOREIGN TRADE.

(Millions of quetzales).

	1948	1949	1950
Imports (f.o.b., adjusted)	61.5	60.9	64.1
Exports (f.o.b., adjusted)	71.8	63.2	78.9

The U.S.A. supplied 71 per cent. of the imports, and took 90 per cent. of the exports in 1950.

British investments in Guatemala quoted upon the London Stock Exchange in 1949 were £9,796,829. Average interest, 1.2 per cent. No interest paid on £6,288,228. American direct investment is \$68,224,000.

PUBLIC DEBT.

June, 1950.	External debt	Q.750,000
	Internal debts	Q.14,627,000

Manufactures :—Cotton yarn is spun and cotton goods are manufactured by modern methods at Cantel (Quetzaltenango) and in three mills in the capital. Cordage, nets and bags are made from native fibres. There are also 2 woollen mills which spin part of their yarn. Baskets for coffee pickers and spun hats are produced from palm straw. There are 3 rayon weaving and 9 knitting mills using imported yarn.

Tanning and saddlery are well established ; shoes are made locally, but many either wear no shoes or wear a home-made sandal. The present output is 600,000 pairs, 75 per cent. of which are hand-made. Cement is made near the capital, and pottery bricks and tiles are also produced. There are 34 flour mills ; iron foundries, breweries, aerated water, soap and candle, ice and tobacco, vegetable oils and chemical factories. Three cigarette factories turn out 1,530 million cigarettes a year. There is a match factory. Production of beer is 9,569,000 litres annually, of aguardientes and liquors, 7,449,000 litres.

Water power resources in the country have been estimated at 1,300,000 horse power, but only about 16,500 horse power have been developed. In 1950, 588 installations produced 57,310,000 K.W.H.

Social Services :—Cash payments and medical benefits are given to cover occupational and non-occupational injuries. Insurance is compulsory for employers of five or more persons. Premiums are paid by means of a payroll tax on employers and employees and there is a contribution from the Government. The system as yet applies only to certain departments, to railway workers and workers on State farms. Nearly all the persons insured are urban workers ; the rural workers of this predominantly agricultural country are outside any social insurance system.

INTERNAL COMMUNICATIONS.

Railways :

Fares :—	Quetzales.
Puerto Barrios to Guatemala City	5.90
San José to Guatemala City	1.80
Guatemala City to San Salvador	8.85
" " to Ayutla	5.30

The ordinary first-class accommodation is crowded and, especially from Puerto Barrios to Guatemala, not very comfortable in the

heat of the lowland journey. No arrangements are made for luncheon on the train. It is usual to take a meal at the Station Hotel at Zacapa during a 35 minute halt. Sandwiches and cold drinks can be had on the train.

Roads and Waterways :—There has been a notable advance in road-making during recent years, and it is now possible to visit almost all cities of any importance by car at any time of the year. From the Capital there are now regular bus services to the main cities and to San Salvador. Roads are dusty in the dry, and muddy in the wet season. Total road length : 4,320 miles.

Small steamers ply from Livingston to Panzos on the Polochic River, using the Dulce River and Lake Izabal. Motor boats and canoes work on the Rivers Usumacinta, Pasión, Chixoy and Motagua, and upon Lakes Petén and Atitlán.

HINTS FOR TRAVELLERS.

All applications for visas abroad have to be referred to the Ministry for Foreign Affairs in Guatemala, and so should be made in good time. Four photographs, a health certificate and a police certificate of good conduct are required for the visa. Visitors must get an exit permit from the Ministry for Foreign Affairs in Guatemala City before leaving the country.

Baggage can be examined and passed at the port of entry if it is accompanied by the owner ; otherwise it is inspected at the Customs House in Guatemala City. Travellers with heavy luggage are advised to accept the services of the Express Company's agent travelling on each through train.

Clothing of tropical weight is worn in the hot coast towns. Visitors from the coast to the capital are advised to wear ordinary clothing and bear the temporary discomfort until the higher altitudes are reached. Linen clothing is not worn in Guatemala City or the highlands. Woollen clothes are required to guard against chills. A light overcoat is useful for December and January. Raincoats should be carried for the rainy season and rubber shoes are useful.

The American Hospital at Guatemala City is excellent. The United Fruit Company has hospitals at Quirigua (Atlantic Coast), and at Tiquisate (Pacific). Each of the 22 departments has a hospital run on the same lines as the Civil Hospital in the capital.

Guatemala City has now a pure water supply. Elsewhere visitors should not eat raw lettuce, salads and strawberries unless sure they have been cleaned in filtered water, a precaution not usually taken at restaurants. Drinking water should always be filtered and absolutely boiled as well. It is unwise to drink water from the tap. Travellers to the smaller towns should be injected against typhoid as an extra precaution, although the disease is not endemic to the country. There is malaria in the coastal regions.

Tips must be given, with 50 centavos as a maximum for ordinary services.

The **cost of living** index, which stood at 120.2 in May, 1950, had risen to 134.4 by May, 1951.

Currency :—The unit is the "quetzal," equivalent to the U.S. dollar, sub-divided into silver coins of $\frac{1}{2}$ quetzal, 10 and 5 cents, and copper coins of 2, 1, and $\frac{1}{2}$ cents. The paper currency is for

1, 5, 10, 20, 100, 500, and 1,000 quetzales. The United States dollar is legal tender.

Weights and Measures :—The use of the metric system is not obligatory by law. Customs statistics give imports in kilograms and exports in lb. avoirdupois. The metric ton is generally used. Yards are preferred to metres. Certain Spanish standards are current. Land is reckoned by caballerias and manzanas. Cloth is sold by the yard and vara. Coffee and sugar are weighed by quintals.

- 1 league = 3 miles.
- 1 vara = $32\frac{1}{2}$ in.
- 1 manzana of land = 10,000 varas square.
- 1 caballeria of land = 64 manzanas = 45 hectares.
- 1 libra (Spanish) = 16 oz. Spanish.
- 1 arroba = 25 lb. Spanish = 25.35 lb. English.
- 1 quintal = 100 libras = 101.4 lb. English.
- 1 tonelada = 20 quintals = 18.10 cwt. English.

PUBLIC HOLIDAYS.

January 6 : Epiphany.	September 15 : Independence Day.
Maundy Thursday.	October 12 : Discovery of America.
Good Friday.	October 20 : Revolution, 1944.
Holy Saturday.	November 1 : All Saints' Day.
August 15 : Assumption of our Lady.	December 25 : Christmas.

PRESS.

The two independent newspapers published in the capital are : "El Imparcial," and "La Hora," "El Impacto." The "Diario de Centro America," "Nuestro Diario," and "Diario de la Mañana" are semiofficial organs. "El Guatemalteco" is the official gazette.

POSTS AND TELEGRAPHS.

There are national telegraph and telephone systems with about 5,000 miles of wire. Messages in code or in language other than Spanish are charged extra rates. There is direct telegraphic and telephonic communication with El Salvador, Mexico and Honduras, and the Government provides a network of internal radio-telephone. All-America Cables & Radio, Inc., provides communication with all the world through their cable stations at Guatemala City and San José ; the Tropical Radio Co. gives the same facilities through their stations in the capital and at Puerto Barrios and gives radio-telephone service to most countries.

Mails to and from England are dispatched *via* the U.S. ; home-ward mails arrive two or three times a week. The postage on letters from the United Kingdom is 4d. the first ounce and $2\frac{1}{2}$ d. thereafter. Air mail, see page 28.

Letters between New York and Guatemala City take a week (by air-mail, 3 days), and from Europe some 20-25 days. Guatemala is in the Postal Union.

There are 17 **broadcasting** stations, most of them in the capital. Those transmitting on waves 30.98 metres and 19.72 can be heard in the United Kingdom.

Guidance for Commercial Travellers.

The certificate of identity embodied in the International Convention held at Geneva in 1923 should be produced. This should bear the visa of a Guatemalan consular officer resident in the country

of issue. No fee is levied for this service, but a charge is made by the customs authorities on arrival for their endorsement of this certificate. (Q.25).

The language of the country is Spanish; it is not easy to get on without it.

Business men and commercial travellers should read "Hints to Business Men Visiting Central America," free on application to the Commercial Relations & Exports Dept., Board of Trade, Thames House North, Millbank, S.W.1.

Touring in Guatemala.

Guatemala has the grandeur, majesty, and sublimity of towering mountains, the beauty of lake and sky; and with all that the interest of ancient ruins and buried cities.

The waters of **Lake Atitlán**, some 17 miles in length, lie below the town of Solola, 100 miles by road from Guatemala City and 37 miles from Nahmatate railway station. South of the lake are three volcanic peaks, Atitlán, San Lucas, and San Pedro, each of about 11,000 ft. The town of Solola stands about 7,000 ft. above sea-level, and a road cut through the solid rock, steep but negotiable by motor, leads down to the Indian village of Panajachel on the lake side. There are two hotels. There is sublime scenery, and the ruined stronghold of the Tututuil tribe and the life of the Indian town are interesting. The natives, although christianized, observe their ancient rites and wear their tribal dress. There are 12 Indian villages round the lake, each named after one of the Apostles.

Antiquities :—Archaeologists have brought to light remains of three civilizations, described by the late Dr. T. T. Waterman, of the National Museum of Guatemala, as (1) Zapotec (or Aztec); (2) Mays (older than Zapotec); (3) a nameless culture older than either. Interesting ruins of ancient settlements with mounds and pyramids are found in the coast region of Western Guatemala, not far from the railway line connecting Guatemala City with the port of San José. Valuable archaeological work has been done by the staff of the National Museum in Guatemala, but a great deal of new exploration is desirable.

In addition to large architectural works much eroded by rainfall and masked by vegetation, there are other relics, notably fragments of pottery and chips of obsidian. Scattered over the sites are large building stones of volcanic material, beautifully squared and dressed. Some of the buildings bear colossal heads, carved in stone, and apparently used to ornament great façades.

At Baul and Pantaleón there are carvings of marked artistic merit. The Maya remains near Quirigua may be compared with those still nearer to the Honduras border at Cobán. Others exist northward in the remote Petén district at Tikal and, westward, at Chaculá (Huehuetenango).

The monuments at Cotzumalguapa (south of Escuintla), at Mitla (Jutiapa), at Utiatlán (Quiché), and Tecpan are later.

The newly discovered caves of Lanquín, 60 kiloms. from Cobán, have no road to them as yet.

A GUATEMALAN CALENDAR.

- 1522-4. Spanish conquest of Guatemala under Pedro de Alvarado.
- 1541. Guatemala City destroyed by volcanic eruption.
- 1821. Revolts against Spanish rule, and joins the Central American Federation.
- 1839. Dissolution of the Central American Federation.
- 1847. Guatemala declares itself an independent Republic.
- 1854. Carrera appointed President for life.
- 1863. Costa Rica and Nicaragua become allied with Guatemala.
- 1865. Death of Carrera; succeeded as President by General Cerna.
- 1871. Revolution; Cerna deposed; succeeded by Justo Rufino Barrios.
- 1872. Alliance with Honduras against Salvador. Expulsion of the Jesuits.
- 1885. Barrios declares himself the supreme head of the five Central American States and is killed in battle.
- 1886. The new President, General Manuel Barillas, makes peace.
- 1902. Quetzaltenango and other towns damaged by earthquake.
- 1941. Declares war on the Axis.

Guatemala maintains a Legation at 19, Hanover Court, London, W.1. The Minister is Dr. Francisco Linares-Aranda.

There is a Consul-General at Liverpool, and a Consul at Glasgow.

The **British** Legation is at 11, Calle Poniente, No. 10, Guatemala City. The Minister is W. H. Gallienne, C.B.E.

There is a Consulate at Quetzaltenango.

The **United States** of America are represented in Guatemala by an Embassy and Consul-General at Guatemala City. **Canada** has a Trade Commissioner in Guatemala City to cover all Central America.

[This chapter has been revised abroad by Ascoli & Co. (P.H. Stormont, Suc.), Guatemala City].

HONDURAS

Communications :—There are no direct regular sailings from the United Kingdom to Honduras. The quickest route from Europe is *via* New York and thence by Pan American Airways to Tegucigalpa. The Atlantic coast of Honduras can be reached from New York and New Orleans by steamers of the United Fruit Company, calling at the ports of Tela and Puerto Cortés. The Standard Fruit and Steamship Company has a service from the same ports to La Ceiba. The Grace Line runs irregularly from San Francisco and Los Angeles to Amapala, on the Pacific coast. Honduras can also be reached by sailings of the Royal Mail Lines from London to the Canal, and thence by fortnightly coastal steamer of Pacific Steam Navigation Company.

Air Services are well organized in Honduras. There are altogether 76 air ports in the larger and smaller towns. It is possible by chartering a 'plane to reach almost any part of the Republic from the capital. There are daily services to the North Coast and to the principal towns of the interior.

There is an airport at Amapala, on Tigre Island, and a 'plane can always be chartered for a flight to the Capital. The time taken is 35 minutes. There are services from the Capital to Belize (British Honduras), and the neighbouring republics of El Salvador, Nicaragua, Guatemala, Costa Rica and the Canal Zone. The Company operating these services is the "Transportes Aéreos Centro-Americanos," or "TACA," which has international routes also to the U.S.A., Cuba, Mexico, and the northern parts of South America, as well as numerous local services. Special 'planes can be chartered for a trip to any of the Central American capitals. Honduras is also on the Pan American Airways route, from Panamá to U.S.A. There is an efficient local air-mail service. The Transportes Aéreos Nacionales, (TAN), runs a service between Honduras, Havana and Miami, and has two services a week to Managua and San Salvador.

An affiliate of Pan American Airways, Servicio Aereo de Honduras (SAHSA), also has services which cover most of Honduras and connect with British Honduras, El Salvador, and Managua (Nicaragua). The air line INCA flies between Tegucigalpa and the United States. Another line, Aerovías Nacionales de Honduras, S.A., (ANHSA) has general services.

La Ceiba, on the Atlantic coast, is 225 miles from Tegucigalpa, 53 by rail from Tela, and 80 by rail from Puerto Castilla. It is the terminus of a railway running through the banana country and is the distributing centre for the north and north-eastern section of the country. It lies in a green valley at the foot of Peak Bonito, 5,000 ft. Bananas, hides, and fruits are the main products. The average annual rainfall is about 120 in., and temperature ranges between 78° to 88° Fahr. Population, 13,456.

Hotel :—Paris.

Amapala, the only port of Honduras on the Pacific coast with a good anchorage, is on the Tigre Island, in the Bay of Fonseca. The population is 3,101. The climate is hot but healthy. Travellers going inland go by launch to San Lorenzo, and on to the Capital by a poor road. There are connections by Coastal steamers, with Corinto (Nicaragua), and La Unión (El Salvador). Vessels lie off shore, and small boats land passengers. Calls are made by Grace Line steamers from San Francisco to Puntarenas, C.R. and Ecuadorean, Peruvian and Chilean ports. No hotel.

Tegucigalpa, the capital and chief commercial city, is 3,200 feet above sea-level, approximately 100 miles from the Pacific, or 200 miles from the Atlantic coast. Founded in the sixteenth century at the foot of Mount Picacho, it bears a name taken from the Indian words for "Silver Hills." There are four churches and many private houses dating from colonial times. The Government is now modernizing the centre of the city, macadamizing the streets and adapting them to modern traffic. Two bridges over the river Choluteca to the adjoining Comayagua have been built. The latter town and Tegucigalpa have been united administratively under the title of Distrito Central. Population, 79,170. Among the important buildings are the Presidential Palace, a massive structure with a beautiful interior courtyard, the Palace of Justice, the University, the National Theatre, the Mint and the Bank of Honduras. There are silver and some gold mines near-by and the city serves a large sub-tropical agricultural area. At Zamorano, 2 hours by car from Tegucigalpa to Danli, private interests run a modern Agricultural College open to all Central American students. Tegucigalpa has no rail connections, but the airport is at Toncontin, 4 kms. away.

The main plaza is dominated by the Cathedral. The statue of Francisco Morazan, a hero of the liberation, stands in the centre of the plaza, from which lead the main business streets.

During the rainy season, from May to November, the climate is temperate and healthy. At other seasons it is torrid, but the nights are usually cool. Average maximum temperature is about 75 degrees Fahr.

Tegucigalpa is easily reached from the Pacific port Amapala (q.v.), by which route nearly all the heavy goods are taken. Amapala is on Tigre Island and all passengers and goods for Tegucigalpa cross the Bay of Fonseca, 20 miles, to the port of San Lorenzo, where the road starts for Tegucigalpa, 80 miles away. A road leaves Tegucigalpa and runs through Comayagua and Siguatepeque, rounding beautiful Lake Yojoa to Potrerillos, whence there is a railway to San Pedro Sula, and Puerto Cortés. From Tegucigalpa to Potrerillos is 85 miles.

Hotels :—Panamericano, Lincoln (modern), Prado, U.S.\$6-8, with board.

Cables :—Tropical Radio, Calle de Comercio. All America Cables & Radio, Inc., Agent : Dr. Esteban Mendoza, Av. Paz Baraona.

Choluteca, a sixteenth-century town, can be reached from Amapala, 46 miles, by launch to San Lorenzo and then by car, or from Tegucigalpa by car. The Pan-American Highway to Nicaragua ends here. It is the centre of a cattle and coffee district, and there are mines in the locality. Population, 5,275.

Hotel :—Pension Central, Pension Honduras.

Comayagua, the former capital of Honduras, with a population of about 4,750, stands on the river Humuya, in the fertile valley of Comayagua. The climate is tropical but healthy. There are several churches of colonial times and the Cathedral is notable. The town has a school of law. Comayagua is connected with Tegucigalpa (70 miles), and Potrerillos (98 miles), by the Carretera de Norte.

Hotel :—Colon, Cabanas.

Danli, in the Department of El Paraíso, is 39 miles from Yuscaran and about 70 miles from Tegucigalpa by motor road. The population is 3,209. The chief industry is agriculture, and the products include

coffee, tobacco, cereals, sugar cane, and aguardiente. The place is growing in importance, and a large gold mine, "Agua Fria," is being worked in the neighbourhood.

Juticalpa stands in the rich agricultural district of Olanchito, 2,700 feet above sea-level. It is 120 miles north-east of the capital, to which there is a road. It is reached from Trujillo and La Ceiba by rail to Olanchito and on by mule. The road which has been built to the Department of Olanchito will increase its importance. Population, 3,836. The main products are cattle, cereals and sugar cane. Gold washing is carried on, mainly in the Guayaré and Guayambre.

La Paz, capital of the province of La Paz in the western part of the rich Comayagua Valley, is one of the oldest towns. It has a population of 3,598, and is a mining as well as an agricultural centre. Tegucigalpa is 63 miles away.

Puerto Castillo, built by the United Fruit Company, lies across the bay of Trujillo. The town was an important banana centre but the plantations have been abandoned.

Hotel :—Casa Grande.

Puerto Cortés, 38 miles by rail from San Pedro Sula and 207 from Tegucigalpa, stands near the mouth of the Uluá River. The largest port on the Atlantic coast, and only three days' steam from New Orleans, it is the port for all the produce grown on the Puerto Cortés-Potrerillos Railway line. 54 per cent. of all Honduran foreign trade passes through. The climate is torrid; the rainfall averages 115 in. annually. Population, 8,837.

Hotel :—Cosenza.

Rail :—Daily train, 7 a.m., to Potrerillos, 60 miles, and on to Tegucigalpa by daily truck-bus.

Roatan is the port of entry to the *Islas de La Bahía* (Bay Islands). It is reached from Trujillo by small trading schooners, which sail irregularly and without warning. The journey can be very uncomfortable and sometimes takes several days. Landing is by lighter. The principal products are coconuts, bananas, and plantains. Main industry, boat building. The two nearby islands of Bonacca and Utila are easily reached from Roatan. SAHSA now runs three air services a week between Utila and Tegucigalpa. The islanders are British by ancestry, for they are descendants of British pirates and mutineers who took refuge there during the 17th and 18th centuries. English is still the only language spoken with any fluency. Roatan is very beautiful. The total population of the islands is 4,406 of which one-half is white and the rest negroes.

Hotel :—Harbour View.

San Juancito is 20 miles from Tegucigalpa, whence it is reached by mule trail or ox cart. The fifty-year-old Rosario mine lies here, prolific in silver and gold. Population, 1,000.

San Lorenzo, in the Department of Valle, is 20 miles from Amapala, whence it is reached by launch, and 80 miles by automobile road from Tegucigalpa. Motor buses leave for Tegucigalpa at 2 p.m. on Mondays, Wednesdays, and Fridays, or automobiles can be specially hired. Population, 2,701.

Hotel :—Hotel Marina.

San Pedro Sula, a progressive town in the fertile and extensive Sula valley, is served by the National Railway of Honduras. It is 37 miles by rail from Puerto Cortés, and 216 from Tegucigalpa by rail and road. It is the centre of the banana and sugar-growing industries, and an important distributing point for the interior of northern and western Honduras. Industries are more developed here than anywhere else in the republic. Its local cooking is worth trying. Eight miles away, by car, are the Mayan ruins of Travesía. Population, 24,425. The climate is hot and the rainfall heavy.

Hotels :—Roosevelt, Colombia.

Santa Barbara, capital of the Department of Santa Barbara. Population, 5,000. On Zacapa River, near Lake Yojoa, 186 miles from Tegucigalpa. Climate, hot. It is reached by road from Tegucigalpa, San Pedro Sula, Puerto Cortés, and Comayagua.

Santa Rosa de Copán, the largest city in the northern part of the Republic, is the centre of a rich mining and cattle-raising district. It is 140 miles south-west from San Pedro Sula (from which it is reached by plane or truck service), and 250 miles by plane from Tegucigalpa. Altitude, 3,400 feet. Population, 6,018, and chiefly Indian. Tobacco, coffee, and straw hats are the main products.

The Maya remains of Copán are 60 miles by trail or 35 miles by air west of the town. They once formed a vast walled-in rectangular area, within which altars, stone idols, and the remains of huge pyramids have been discovered. There is a small hotel near.

Hotel :—Santa Rosa.

Tela, in the lowlands between Puerto Cortés and La Ceiba, is a rising centre of the banana trade, and the focus of a network of light railways. The harbour is good, and the port is used by New York, Bristol, and New Orleans fruit steamers. Population, 11,544. It is reached from Puerto Cortés and La Ceiba by rail or steamer; from Puerto Cortés, San Pedro Sula and Tegucigalpa by plane; and from La Ceiba, Trujillo, Puerto Castilla, and Puerto Barrios (Guatemala) by coastal boats.

Hotel :—Baldernach.

Trujillo (or Truxillo) was formerly the chief trade centre on the Central American Atlantic coast, but the trade has been lost to the ports built by the fruit companies. There are now hardly any exports. Population, 3,265; climate, healthy.

Hotels :—Codinu, Pensión Crespo.

Yuscaran (3,500 ft.), capital of Department of El Paraíso. Population, 1,238; 42 miles from Tegucigalpa, 90 miles from Amapala. Climate, semi-tropical. Principal products: cereals, fruits, coffee, and silver. The Department is increasing in importance because of the new road from Tegucigalpa.

PHYSICAL FEATURES.

Honduras has an area of about 44,411 square miles. It has a coast-line on the Atlantic Ocean of 400 miles, and on the Pacific Ocean of 40 miles. The Republic lies between latitudes 13° and 16° north of the Equator, and longitudes 86° and 92° west. Its frontiers are contiguous with those of Nicaragua, Guatemala, and El Salvador. The country is mountainous, richly timbered, and

abounds in minerals. Fertile valleys and pine-clad tablelands give continuous panoramas of magnificent scenery. Along the northern shore, and less so on the Pacific side, are wide alluvial flats well suited for banana growing. Between these plains and the mountains which cut the country into two halves, north and south Honduras, rolling foot hills are scattered. There are no volcanoes but slight and harmless seismic shocks are occasionally felt. The volcanic chain, which periodically causes havoc in Salvador and Guatemala, breaks off at Honduras, and is marked by volcanic islands in the Gulf of Fonseca on the Pacific coast. The mountains are in places over 10,000 ft. high.

The Comayagua plain, 40 miles in length, is of great fertility, and there rises the Ulua River, the chief in the Republic. The more important rivers flowing towards the Atlantic are the Chamelecon, Ulua, Aguan, Sica, Patuca and the Wanks, which forms the boundary with Nicaragua. The Choluteca and Nacaome flow to the Pacific. None is navigable, except by small, shallow craft. Lake Yojoa, 25 miles long and six wide, is navigable, and *via* the Blanco River is in communication with the Ulua and so with Puerto Cortés.

Temperature is a matter of altitude. It is hot and damp in the coastal regions but not unpleasant at Tegucigalpa and other districts of the same altitude (about 3,200 ft.). Rain is frequent on the Atlantic littoral during the whole year, the heaviest occurring from September to February inclusive. In Tegucigalpa the dry season is normally from December to May inclusive. The coolest months of the year are December and January but if a traveller intends to visit the Atlantic littoral at all he should avoid these months since the heavy rains sometimes greatly impede travel in that area, which can most conveniently be visited in April and May, though very hot.

Linen or light-weight woollen clothing should be worn according to altitude.

Health :—Dysentery, stomach parasites, and malaria are endemic, but mosquito nets are not general. Drinking water must be boiled and filtered. Lettuce and other raw vegetables must be sterilized *under personal supervision*. There are hospitals at Tegucigalpa, Tela, La Ceiba, Puerto Cortés, La Lima and Puerto Castilla.

The census of 1950 shows a **population** of 1,533,625, 60 per cent. of whom are illiterate ; about 75 per cent. live in the countryside.

GOVERNMENT.

The **Legislature** consists of a single Chamber, the Congress, composed of 40 Deputies, elected in the ratio of one per 25,000 inhabitants, for six years. Congress assembles annually on December 5, and the sessions last for 60 days. The executive Authority rests with a President, elected also for six years, assisted by a Cabinet of six Ministers.

The Constitution of April 1936 (replacing that of September 1934) entails that neither marriage nor its dissolution shall affect the nationality of husband, wife, or children. Spaniards and Latin Americans must live 2 years and others 4 years in the country before

naturalisation. Extradition can be refused for political offences.

There is a Supreme Court with five judges chosen directly by popular vote for four years. There are also four Appeal Courts and departmental and local judges.

The National University is at Tegucigalpa, and there is a school of jurisprudence at Comayagua.

The language in general use is Spanish. English is freely spoken on the north coast. All correspondence should be in Spanish.

PRESIDENT.

Dr. Juan Manuel Galvez.

VICE-PRESIDENT.

Julio Lozano L.

MINISTRY.

Foreign Relations	.. ..	J. Edgardo Valenzuela.
Finance	.. ..	M. A. Batres.
Government, Sanity and Justice	.. ..	Julio Lozano L.
War and Navy	.. ..	Leonidas Pineda.
Education	.. ..	Julio C. Palacio.

NATURAL RESOURCES.

(Note : The fiscal year ends 30th June.)

Bananas account for 31 per cent. of all exports. Production is now controlled by two U.S.A. companies, the United Fruit Company and the Standard Fruit and Steamship Company. The tree grows wild up to 3,000 feet, but cultivation is confined to the north coast and to distances of some 60-70 miles from the sea. Many plantations, attacked by Sikatoka disease, have been replanted with sugar cane. Some 54,990 acres are now planted to banana. Exports : 1948-49—13,926,896 stems, value L13,926,761 ; 1949-50—13,801,374 stems, value L13,801,334. 85 per cent. go to the U.S.A.

Sugar is grown for local consumption, but is no longer exported.

Coconuts are grown upon the Atlantic seaboard. Exports, mostly from the Bay Islands and a small portion of Northern Honduras, were 11,337,318 nuts, in 1948-49, and 7,856,128 in 1949-50. Copra is exported to a small extent.

Coffee is chiefly planted in the Departments of Santa Barbara, Gracias, Copán, and Choluteca, but is not a highly organized industry. The coffee, almost entirely in the hands of small growers, is of good quality, but could be improved. Exports, which account for 14.9 per cent. by value of the total, are mostly to the United States. Production, 1950-51—193,145 bags (of 60 kilos). Exports, 1949-50—6,770 m. tons, value L6,398,398 ; 1950-51—11,983 m. tons, value L11,773,000.

Timber :—Mahogany and other classes of hardwood used to form an important item of export, but most of the timber in accessible places has been cut. There is still a large quantity of fine timber left, and now that roads are opening up the country there is again an export movement in mahogany, cedar and pine. Exports, 1949-50, in cubic metres : mahogany, 5,381 ; pine, 68,228 ; cedar, 2,414, to a total value of L4,067,743.

Rosin export, 1949-50—645.8 m. tons, value L75,525. Turpentine export was 176 m. tons.

The country abounds in vegetable oils, the chief being corozo-nut. Lemongrass and citronella oils are produced and partly exported. Export, citronella oil, 1949-50—17,223 kilos.

Sarsaparilla, hides, and rubber are produced. Cotton has been successfully grown upon an experimental scale at Choloma. **Tobacco** is produced in the districts of Santa Barbara, Copán, and on the plateau of Siguatepeque (69,382 quintals in 1946-47). Some is used locally to make cigarettes, but more than half the crop is exported, either as leaf (2,053 m. tons in 1949-50) or cigars (120,960,000 units). Maize is the main crop (29,815,000 quintals). Abacá fibre production is 4,248,825 lb., with 73,500 lb. of tow. Manila hemp exports are increasing. The rice harvest was about 21,500,000 lb., in 1949. Rice export, 1949-50—366 m. tons.

Cattle raising is practised all over the country, but the most important districts are those of Olanchito, Yoro, Choluteca and Paraiso. The country has carried 900,000 head of horned cattle. Cattle owners are increasing their stock and improving the breeds. 30,030 head of cattle and 53,075 pigs were exported in 1949-50. There are small exports of canned meats and chilled and jerked beef.

The trapping and skinning of wild animals and the export of the skins (deer, peccary, wild hog, and alligator) to the United States is a fairly significant industry.

Silver is, next to bananas, the most important item in the trade of Honduras. There are a number of mines, but by far the most important is the mine of San Juancito, 20 miles from Tegucigalpa. It is owned by the New York and Honduras Rosario Mining Co. The mine is operated for silver, but gold is an important by-product. Three **gold** mines are now in production. Gold washing is carried on in the rivers Panal, Rosario, Almendares, and España, notably in the department of Olanchito. Gold is also produced by individuals using primitive methods (rock crushing, amalgamation with mercury, and roasting). Export of gold: 1949-50—27,043 oz. troy, value L1,975,389.

Silver accounts for 10 per cent. of the total exports—value L4,497,506 in 1949-50.

Rich copper and magnetic iron ores occur in Yoro near Olanchito; coal is got near Tegucigalpa, and antimony and magnesite are worked upon a small scale.

Manufactures:—Local industries are designed for local consumption, and most goods are low-priced. The most important industries are shoes, soap, soft drinks, flour, matches, vegetable and animal fats, and oils. Total production is not more than U.S. \$2.5 million in a year. There is one cotton mill in Tegucigalpa.

Electrical energy produced annually is 2,933,443 kilowatts.

FOREIGN TRADE.

	Exports. Lempiras	Imports. Lempiras
Financial year ending June, 1948	39,021,506	71,207,533
Financial year ending June, 1949	41,500,000	67,900,000
Financial year ending June, 1950	43,486,316	68,334,659

Trade balances are more unfavourable than they seem because a large percentage

of the exports consists of products such as bananas, silver and gold which are produced almost entirely by concerns of United States ownership.

In 1949-50, the U.S.A. supplied 79.1 per cent. of the imports, and took 70.0 per cent. of the exports.

British investment quoted on the London Stock Exchange in 1949 was £889,820. No interest was paid.

PUBLIC DEBT.

External Debt —£328,875 ; **internal**, £8,892,822.

INTERNAL TRANSPORT.

Railways :—There are 1,481 kilometres in operation, 1,377 of which are owned by fruit companies on the north coast. These serve the banana and sugar lands, but passenger services are also run. The remaining 95 kilometres run from Puerto Cortés inland to Potrerillos, and were ceded to a fruit company in 1920. This line joins the Inter-oceanic Highway and makes it possible to reach the capital by rail and road.

The **road** surfaces, generally unsatisfactory, are being slowly improved. The two principal highways are the Carretera del Sur from San Lorenzo to Tegucigalpa, 81 miles, and the Carretera del Norte from Tegucigalpa to Potrerillos, the head of the railway, completed by the Pito Solo-Potrerillos stretch which skirts Lake Yojoa. This filled the last gap in a rail-highway route from coast to coast. About half the imports flow along this route. Other roads run from San Pedro Sula to Santa Barbara : from Tegucigalpa to El Paraiso 77 miles ; from Tegucigalpa to Rio Guyape, 89 miles ; and the Pan-American Highway from Goascoran on the borders of San Salvador to San Maycos de Colón, on the Nicaraguan border, 49 miles. There are altogether 1,400 miles of road in the Republic. Of these, 700 are passable throughout the year.

CURRENCY, WEIGHTS AND MEASURES.

A decree dated March 9, 1931, ordained the Lempira as the monetary unit. Its value is fixed at 50 cents, United States currency. Each lempira is divided into 100 centavos. The currency consists of 100, 50, and 20 centavos, silver ; 10 and 5 centavos, nickel ; and 2 centavos, copper. There are bank notes of 1, 5, 10, 20 and 100 lempiras. The Government has allowed the import and circulation of U.S.\$1,500,000 in 50, 25, 10, and 5 cent coins. There are no currency restrictions. The buying rate is 2.00 lempiras and the selling rate 2.02 lempiras per U.S. dollar (5.60 and 5.656 to the £ sterling).

The metric system of weights and measures has been officially adopted, but English pounds and yards and certain Spanish units are in current use. The principal are as under :—

1 vara = 33 inches ; 1 arroba = 25 pounds, 1 quintal = 100 pounds ; 1 tonelada = 2,000 pounds. (Note : British exporters should quote for the short ton of 2,000 lb., not the British ton of 2,240 lb. Many merchants are unaware of the difference.)

Land is measured in "varas" and "manzanas," the latter being equivalent to 100 square varas.

POSTS AND TELEGRAPHS.

Mails for the capital are brought from Puerto Cortés daily by motor lorries. Mails from the south leave Tegucigalpa three times a week, reaching Amapala in a few hours. Letters for England are 4d. first ounce, and 2d. thereafter. To the United States the charge is 1½d. per ounce.

Letter post from London to Tegucigalpa, *via* New York and New Orleans, takes 25 to 30 days. Parcels from the United States for Tegucigalpa arrive *via* Puerto Cortés. Postage from Great Britain, 4d. for the first ounce, 2½d. for each ounce after. Air mail to U.S.A. leaves almost daily, and takes 2½ days to New York, 9-10 days to Europe. Internal air mail fee, 8 silver cents per 15 grams extra. Air mail from U.K. *via* U.S.A. : see page 28.

Telegrams are 10 cents gold for five words, address and signature free, for any part of the Republic, or of Central America ; extra words, 2 cents each. **Telephones** are installed in most of the main towns. There is telephonic communication with the Republic of El Salvador at certain hours of the day. For service *via* All America Cables & Radio, Inc., to all parts of the world, message should be marked "via All America" and handed in at any Government telegraph office.

The Tropical Radio Telegraph Company provides international radio telephone and radiotelegraph services from their stations at Tegucigalpa and La Lima, near the city of San Pedro Sula. There are also wireless stations at Puerto Cortés, Tela, La Ceiba, Puerto Castilla, and other interior points.

THE PRESS.

The principal newspapers published at Tegucigalpa are : "La Epoca" and "El Cronista." There are two dailies at San Pedro Sula, "El Norte" and the "Diario Comercial." "La Gaceta" is the official gazette.

PUBLIC HOLIDAYS.

Most of the feast days of the Roman Catholic religion are observed, also :

January 1 : New Year's Day.	September 15 : Independence Day.
February 1 : Inauguration Day.	October 3 : Francisco Morazan.
July 4 : U.S. Independence Day.	October 12 : Discovery of America.
July 14 : Fall of the Bastille.	

Honduras maintains a Legation in London at 4, Fountain House, Park Street, W.1. The Charge d'Affaires is Dr. Don Carlos A. Suizo B.

The Consulate is at 15, Union Court, Old Broad Street, E.C.2. There is a Consul-General for Liverpool and Manchester, and Consuls at Birmingham, Newcastle-on-Tyne, and Glasgow.

Great Britain has a Legation at Tegucigalpa. The Minister is Gerald Ernest Stockley.

There are Consulates at Tela and Truxillo.

The **United States** of America are represented in Honduras by an Embassy and Vice-Consuls at Tegucigalpa, Vice-Consuls at Ceiba, Tela, and Puerto Cortés.

Information for Travellers.

Besides a passport and visa, visitors must have a vaccination

certificate issued within the last 12 months. Exit visas must be obtained from the Ministries of Foreign Affairs and War before leaving Honduras. No charge is made.

HOTELS :—There are few good hotels in Honduras. Terms run from \$6.00-8.00 per day with meals at the best, and \$2.50-5.00 a day at the poorer ones. Little entertaining can be done. There are no good restaurants, save at Tegucigalpa and San Pedro Sula, where entertaining is possible. There are small clubs in most towns, but no meals are served.

Guidance for Commercial Travellers.

Samples :—Samples of value must pay full duties on arrival but the duties are refunded, less 5 centavos per kilogramme, if the samples are re-exported within 90 days.

In practice the best thing to do is to pay the customs duty on the samples and to sell them for what they will fetch before leaving the country. Samples should be posted by 2nd class mail to agents; if sent by parcels post certain taxes (not duties) are levied—See "Hints to Business Men Visiting the Central American Republics," free on application to the Commercial Relations & Exports Dept., Board of Trade, Thames House North, Millbank, S.W.1.

Commercial Travellers' Tax :—There is no Government tax but each municipality has the right to impose a tax. The tax is personal so that a representative of many firms only pays for himself and not for each of his agencies. In some towns, however, the tax is repeated for every visit to the town. In Tegucigalpa the tax is usually U.S. \$10, a visit. Resident agents pay a fee of U.S. \$10 a month at Tegucigalpa, and U.S. \$12.50 a month at San Pedro Sula.

Immigration :—Immigrants are strongly advised to get into touch with the Government through a Consul to make sure of the regulations.

Cost of Living :—Rents are high, up to U.S.\$150 a month for a decent house in Tegucigalpa. In Southern Honduras it takes an income of £1,000 to maintain a standard possible in the U.K. on £400. Domestic servants are paid from six to ten dollars a month in the south. The electric bill can be kept down to U.S.\$10 a month. Women are not encouraged to take posts in the country without full inquiry. There are very few schools suitable for Anglo-Saxon children.

Taking 1938-39 as 100, the cost of living index in August, 1951, stood at 419.8.

A HONDURANEAN CALENDAR.

- 1498. Americo Vespucci explores the Honduran coast.
- 1502. Columbus lands at Cape Honduras and annexes the country.
- 1514. Cristóbal de Olid, sent by Cortés to exploit the colony, establishes himself as an independent ruler.
- 1525. Cortés reaches Honduras and displaces Cristóbal de Olid.
- 1539. Honduras included in the Captaincy-General of Guatemala.
- 1821. Honduras declares its independence. Joins the Central American Federation.
- 1839. Dissolution of the Central American Federation.
- 1859. Great Britain cedes the Bay Islands to Honduras.
- 1871. War with Guatemala.
- 1894. War with Nicaragua.
- 1897. Joins the "Greater Republic" of Central America.
- 1907. Honduras and Salvador at war with Nicaragua.
- 1919. Joins the League of Nations.
- 1921. Central American Federation Treaty signed.
- 1924. Dictatorship declared. Civil war.
- 1926. Ratification of scheme of Foreign Debt liquidation.
- 1941. Declares War on the Axis.

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Mexico is served by the international systems of both Pan-American Airways and TACA.

ROUTES TO MEXICO.

The quickest route to Mexico from the United Kingdom is by air to New York, and on by air again, but this is somewhat more expensive than the sea route to New York and on to Mexico by train or sea. (Mexico's east coast ports are served from New York by the Ward Line, the Clipper Line, and from New Orleans by the Smith Johnson Co., all running scheduled freight and limited passenger services). By train, allowing five days for the trans Atlantic crossing, Mexico City can be reached in $3\frac{1}{2}$ days from New York *via* San Antonio and Laredo, making the total journey in under ten days as against 17/18 days by direct steamer.

There is also a daily through service of Pullman cars from St. Louis to Mexico City, and all baggage is examined on board the train. Cheap excursion tickets are issued at most periods of the year. A new de luxe weekly train from St. Louis to Mexico City in $47\frac{1}{2}$ hours brings New York within 65 hours of Mexico City.

Rail fare from New York to Mexico City is \$100.00 U.S., including Pullman charges (lower berth). Allow \$4 or \$5 for meals per day.

The Mexican Railway (a British Company) runs two fast passenger trains both ways every twenty-four hours between Vera Cruz and Mexico City. The journey, which takes approximately twelve hours, can be made either by day or by night. The day train carries an observation car, and this trip is strongly to be recommended in view of the variety and beauty of the scenery.

The interoceanic Railway also runs a train each night from Vera Cruz to Mexico City. The journey time takes about 12 hours. The fares by this route are cheaper than by the Mexican Railway.

Mexico City, capital of the Republic, has a population of 2,942,594, including a large proportion of foreigners. The city, which is of outstanding importance politically, commercially and industrially, is 7,434 ft. above the sea. It is laid out prettily with trees and flowers, and has fine modern buildings. The climate is mild and exhilarating except for a few days in mid-winter. Between November and March the tourist season is at its height, but the summer months are regarded as best by residents. The range of temperature is 20-85° F. with 58° as a mean; the nights are always cool. Normal annual rainfall is

26 inches.

The city is the oldest in North America. It is built upon the remains of the Aztec capital Tenochtitlan, and covers 15 square miles. The architecture ranges from Spanish-Baroque to the most modern style.

The city is reached by five principal gateways upon the U.S. frontier; respectively: Brownsville-Matamoros, Laredo-Nuevo Laredo, Eagle Pass—Piedras Negras, El Paso—Ciudad Juarez—Nogales, Nogales. Of these five the Laredo route (24½ hours) is the best. On this route daily through Pullman sleeper is operated from St. Louis to Mexico City (49 hours). The through journey from New York to Mexico City can be made in 3 days and 3 nights. There are daily through Pullman sleeping cars between Mexico City and Los Angeles *via* El Paso and also three times weekly *via* Guadalajara and Nogales. The journey takes 70 hours *via* El Paso and 60 hours by the latter route. Standard Pullman sleeping cars and through bookings by the National Railways of Mexico are available upon all of them.

The capital can be approached most conveniently by the short rail route of the standard gauge Mexican Railway from Vera Cruz. Up-to-date trains of saloon-observation cars are run by day, and sleeping cars by night. The Mountain Section, with magnificent scenery, is operated by electricity to the plateau, 8,000 feet up. The Interoceanic Railway also connects Vera Cruz with Mexico City. This is a narrow gauge line running daily trains.



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Two other routes from the coast are available, from Tampico (28 hours ; 600 miles) on the Gulf Coast, and from Manzanillo upon the Pacific (381 miles).

Railroad Services to Mexico City :—From El Paso, 46 hours ; Laredo, 46 hours ; Manzanillo, 25 hours ; Nogales, 65 hours ; Tampico, 28 hours ; Tapachula, 36 hours ; Vera Cruz, 12 hours.

Roads :—Laredo-Mexico City, 764 miles, is part of the Pan-American Highway. This has been completed and extends southwards to Ciudad Guaymas on the Guatemalan frontier. Guatemala has not completed its section, so a detour is made from Atitlan, south of Oaxaca, to Tapachula ; cars are taken by rail between these two points, thence on to Guatemala City by road. Good, paved, all-weather roads are open between Mexico City and Acapulco, Veracruz, Orizaba, Guadalupe, San Luis Potosi, and Queretaro.

Tourist Agencies :—Wagon-Lits Cook, Ave. Juarez No. 88, Mexico City ; Wells Fargo & Co., Express, 5 de Mayo y Filomeno Mata, Mexico City ; Aguirres Guest Tours, Ave. 5 de Mayo No. 805, Mexico City ; H. E. Bouchier Suers., Gral. Prim 27, Mexico City ; Turismo, S.A., P. de la Reforma 14 ; Travel, S.A., Epdo No. 2 ; Transportes Internacionales, S. de R.L., Ramon Guzman 114 ; Desp. 210 ; Tour-Mex, S.A., P. de la Reforma 95 ; Ramirez Sightseeing Tours & Travel Bureau, Calle Danubio 39.

General Steamship Agencies :—H. E. Bouchier Suers., S.A., Gral. 2 an. Gral. Prim No. 27, Mexico City, representatives for all the main steamship and air companies.

Hotels :—Del Prado, Ritz, Reforma, Prince, Geneve, Maria Cristina, Majestic, and others. About \$25 a day.

Restaurants :—*American* : Boulevard, Emporio, Roof Garden, Hamburger Heaven, Indianapolis, Kiko's, Lady Baltimore, Pastelaria Coffee Shop, Reforma, Sanborn's.

Syrian : El Sheik.

Chinese : Chop Suey—El Oriental, El Nuevo Mundo, Chavez.

Continental : Bottoms Up, Casa Blanca, Ku-Ku, L'Aiglon, Ontario, Oxford, Prince, Restaurant 1-2-3, Prendes.

French : Ambassadeurs, Club Papillon, Henry's, Le Nid D'or, Passy, Sans Souci, La Vie Parisien.

Game in Season : Cadillac Grill.

German : Bellinghausen, El Casino, Jederman.

Hungarian : Mignon, Piuma.

Italian : Angelo's, Betis, Montecarlo, Paolo.

Mexican : Café Tacuba, Fonda de Santa Anita, Nacatamal.

Sea Food : Acapulco, Tampico Club.

Spanish : Centro Vasco.

Viennese : Victoria.

Cabarets :—El Patio, Reforma Rossignol, Minuit, Giro's.

Cocktail Bars :—Ritz, Saratoga, Bottoms Up, Boulevard, Cadillac Grill, California, El Colmenar, Piuma, Florida Bar, Ku-Ku, La Casa Azul, La Cucaracha, L'Aiglon, Manolo's, Milady's Bar, Paolo, Prince, Restaurant 1-2-3, Santa Anita Sép's de Paris, Papillon.

Conveyances :—Trams : fare 15 cents. Buses : 15, 25 and 35 cents (within city limits).

Taxis : Taxis are not fitted with "Taximeters." Fares : 2.00, 3.00 or 4.00 pesos (within city limits).

Hired Cars : Fix the price for long hire before making the trip.

Entertainments :—Theatres : Palacio de Belles Artes, Arben, Ideal, Hidalgo, Fabregas, Lirico, Iris.

Cinemas : There is a large number of Cinemas.

Horse Races :—Hipódromo de las Americas, every Thursdays, Saturdays and Sundays.

Bull-Fights :—Ciudad de los Deportes (Plaza México). The chief fights start in November (first Sunday).

Jai-Alai :—Events by the foremost players in the world every day at the "Frontón México."

Boxing :—Every Wednesdays and Saturdays at the "Arena Coliseo."

Wrestling :—Every Thursdays and Sundays.

Hiking :—Every weekend at the clubs "Alpino" and "Everest."

Swimming :—Agua Caliente, Las Termas, Balneario Olimpico, Elba, Centro Deportivo Chapultepec and others.

Tennis, golf Association, football, baseball and basketball are very popular in Mexico City.

Clubs :—

Sports.—Reforma Athletic Club in Chapultepec Heights, Mexico City.

Country Club in Churubusco, Mexico City.

Chapultepec Heights Golf Club, Mexico City.

French Club in San Angel, Mexico City.

British, Mexican, and Spanish Boating Clubs, in Xochimilco, near Mexico City.

Y.M.C.A., Corner of Balderas y Morelos, Mexico City.

Y.W.C.A., Corner of Humboldt and Articulo /123, Mexico City.

Polo Club in Chapultepec Heights, Mexico City.

General.—British Club, Ave. V. Carranza /23, Mexico City.

American Club, Bolivar /31, Mexico City.

Spanish Club, I. la Catolica /29, Mexico City.

Lions Club, Av. Nuevo Leon 16, Mexico City.

Rotary Club, Londres 15, Mexico City.

Automobile Club (Asociacion Mexicana Automovilistica-Ama) Paseo de la Reforma, No. 46, Mexico City.

Women's International Club, Humboldt No. 47, Mexico City.

University Club of Mexico, Paseo Reforma 150, Mexico City.

Junior League Library, Morbide Building, Av. Madero, Mexico City.

English Speaking Churches :—

Protestant.—Christ Church in Articulo 123/134, Mexico City.

Roman Catholic.—Guadalupe Church, in Enrique Martinez /7, Mexico City.

Union Evangelical in Humboldt /50, Mexico City.

Freemasonry Lodges :—York Rite in 12a Calle de Puebla 257, Mexico City.

Shops of modern metropolitan style sell gems, laces, and fine linen. Mexican blankets are famous as rugs. The antique shops traffic in fans, laces, pottery, chests, and candelabra of the Spanish era. Mexican cigars and cigarettes make a special appeal to smokers. The principal shops are El Palacio de Hierro, El Puerto de Liverpool, El Centro Mercantil, El Puerto de Veracruz, Syr's, Sears Roebuck de Mexico, Sanborns, and others.

Addresses :—

British (Leg.), Lerma 71 (Consulate), S. J. Letran 21 (Office 713).

British Chamber of Commerce, S. J. de Letran 21. (Office 713.)

U.S.A. (Leg.), Niza 53 (Con.), Insurgentes 105.

American Chamber of Commerce, S. Juan de Letran 24.

Immigration Department, Bucareli 99, Mexico City.

Anglo-Mexican Cultural Institute, Panuco 10.

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Banks (Mexico City) :—(10 a.m.—12.30 p.m. ; Sats., 10—12.00).

Banco de Comercio, S.A., Venustiano Carranza No. 42.

Banco de Mexico, S.A., Av. 5 de Mayo /2.

Banco Nacional de Mexico, S.A., Av. I. la Catolica /34.

Banco de Londres y Mexico, S.A., Corner of 16 de septiembre y Bolivar, and numerous others.

Customs Agents :—

Ciudad Juarez, Chihuahua : Manuel F. Mora, Apartado /18.

El Paso, Texas : Bailey-Mora Co., P.O. Box /45.

Laredo, Texas : Roberto Zuñiga y Cia, Apartado /27.

Tampico, Tamaulipas : Roberto Zuñiga y Cia.

Veracruz, Veracruz : J. H. Drake y Cia, Apartado /116.

Manzanillo Colima : Alfredo Ruiseco, Apartado 5.

Mazatlan, Sinaloa : Jose A. Ruelas, Apartado /84.

Progreso, Yucatan : Morales y Cia, Apartado /27.

Matamoros, Tamaulipas : Paulino Santillana, Apartado /572.

Excursions in and around the city may easily occupy ten days. The plazas and avenidas deserve first attention. The Alameda and Chapultepec Park are visited by

military bands every Sunday. The Paseo de la Reforma, lined with statues and leading towards Chapultepec, is perhaps the most celebrated drive. The cathedral, the largest in North America, with a doubtful Murillo, dates from 1573.

The heart of the city is Zocalo Square. At the north end is the Cathedral and the Sagrario, to the east the National Palace, to the south some colonial buildings and the Ex-Municipal Palace, and to the west three blocks of shapely colonial buildings. The Cathedral, finished in 1667, is the largest on the American continent. It stands upon the site of the Teocalli, in which the Aztecs offered human sacrifices. The ruins of the buildings surrounding the Teocalli can be seen at the corner of Ave Guatemala and Seminario Street. The facade of the Sagrario is considered one of the best examples of Churrigueresque architecture. The present National Palace replaces another which was destroyed in 1689. It was built in 1691, but the top floor was added by President Calles. The Palace is the official home of the President and houses various government departments. Over the central door hangs the Liberty Bell, rung at 11 p.m. on September 15 by the President, who gives the multitude the Grito,—Viva Mexico! The wall paintings on the staircase are by Diego de Rivera.

The Monte de Piedad (the government pawn shop) is at the corner of Monte de Piedad and 5 de Mayo streets. It is one of the oldest institutions in Mexico. European paintings are on view at the National Academy of Arts 10 a.m. to 1 p.m., at the corner of Academia and Moneda streets. The National Museum is at 13 Moneda Street. Here is the famous Aztec calendar weighing 25 tons, several sacrificial stones, and a fine collection of idols and armour. Maximilian's furniture, the carriage of Benito Juarez, and Indian products. Paintings by Diego de Rivera can be seen in the recently rebuilt Ministry of Education, Argentina and Gonzalez Obregon streets. The inquisition tribunals were held at the School of Medicine. A beautiful Churrigueresque style building survives in La Merced Monastery, in the northern quarter of Merced Market. Indians bring their fruit and flowers and vegetables to sell here. One of the oldest buildings is the School of Mines, at 9 Tacuba Street. Parts of the building have sunk so low that the windows are half underground.

There are two modern buildings worth seeing, the Post Office, east of the National Theatre, and the Palace of Fine Arts Theatre, a locally enterprized and planned building. The domes of the halls and theatre proper are lavishly decorated with coloured stone. The glass curtain is unique.

Other places worth a visit are Alameda Park; Las Vizcainas School, at Plaza de las Vizcainas, a glorious colonial structure covering an entire block and built in 1714; Salto del Agua Fountain, in Arco de Belem Street, a Churrigueresque relic. Parts of the old aqueduct which brought water to the fountain can be seen in Avenida Chapultepec; Charles the IV Statue, in Plaza de la Reforma, the second largest bronze casting in existence (1803); the Monument to the Revolution, in Plaza de la Revolución, to commemorate the revolution of 1910. This is the largest memorial in Mexico and has one of the largest triumphal arches in the world. In the Paseo de la Reforma (a fashionable, wide boulevard three miles long) is the Columbus Statue. The Cuauhtemoc Statue commemorates the Indians who fought against the Spanish conquerors. There is a good view from the top of the Monument of Independence in Paseo de la Reforma. The heroes of the War of Independence are buried in the crypts underneath. Chapultepec Park, at the end of Paseo de Reforma, with its thousands of Ahuehuete trees, is one of the most beautiful in the world. Here are the Don Quixote fountain, the Frogs' fountain, the Niños Monument, the Zoo enclosure, and Monkey Island, a replica of Cacahuamilpa Caves. At the top of a hill in the park is Chapultepec Castle, with a view over Mexico Valley from its beautiful balconies. Visitors to the castle should take car or bus marked "Tacubaya," "La Cima," or "Lomas de Chapultepec."

The Natural History Museum is open from 10 to 1 and 3 to 5 every day except Saturdays and Sundays. Take street cars or buses "La Rosa" or "Juarez Loreto" to Calle Estaciones. The Geological Museum, on Calle Cipres at Santa Maria Park, is open 9 to 3, except Sunday. Take "Sta Maria" cars. At Tlalnepantla, 15 minutes' ride from the Zocalo is the Aztec Pyramid of Tenayucan. There is another, the Cuicuilco Pyramid, at the north-east side of Peña Pobre. There is an interesting historical museum at Churubusco Convent (take "Coyoacan," or "Tlalpan" car or bus and get off at Churubusco).

In the spring a carnival is held at Canal de la Viga (take "Viga" car or bus). The old costumes are worn, and there is dancing to national music. On December 12 hundreds of thousands go on pilgrimage to the Shrine of Our Lady of Guadalupe, Villa Madero. The Chapel and the Well are worth seeing. Games and cultural festivals are held during the summer at the huge National Stadium. The mural decorations are by Diego de Rivera. "El Toreo" is the largest bullfight ring in the world. Bull fights are held every Sunday. An interesting sight is the national

lottery drawing at Puente de Alvarado, No. 50. The lotteries are drawn at evening, usually three times a week.

"Jai-Alai," the national ball game, can be seen at its best in Plaza de la República. The people in red caps amongst the spectators are the "corredors" who place the bets.

Environs :—

COYOACAN, the oldest, contains the old Cortés Palace, the first seat of the Spanish Government, and now a municipal building.

GUADALUPE HIDALGO, 2½ miles north-east, contains a large church with a miraculous portrait of the Virgin, the most popular shrine in the Republic, visited by enormous numbers of Indians. The silver railing is estimated at 27 tons weight.

LA VIGA may be visited by car to Embarcadero, where canoes are taken for the floating gardens at Santa Anita and Ixtacalco. The canal extends five miles to Mexicalcingo and to the foot of Cerro de la Estrella (1 mile) and the Floating Gardens of Xochimilco (1 mile).

MIXCOAC, nine miles south-west, with large nursery gardens.

SAN ANGEL (now called VILLA OBREGON), nine miles south-west of Plaza, a fruit-growing centre, on the southern slope of the mountains, accessible by tramway.

TACUBAYA, seven miles south-west, is one of the most populous and fashionable suburbs, with large country houses and the National Astronomical Observatory. At Tacuba, during the centuries old *ahuehuete* tree, sat Cortes, lamenting the loss of his warriors.

Tlalpan, eleven miles south of Plaza, the farthest out and most picturesque of all, with a modern municipal palace and various factories. See Peña Pobre and Las Fuentes Brotantes.

DESERTO DE LOS LIONES, a few miles west and reached by fine scenic road from Villa Obregon. In the woods is an old Carmelite convent, and around are numerous hermitages. Inside the convent are several subterranean passages and a Secret Hall with curious acoustic properties.

LOS REMEDIOS, a small town 15 miles from Mexico City. In its famous church is an image, a foot high, adorned with jewels valued at a million pesos. See the old aqueduct, with a winding stair leading to the top. It can be reached by car or by taking the "Los Remedios" bus at Tacuba.

AMECAMECA, a small town at the foot of Popocatepetl volcano, with a splendid view of the volcano. Here, on the Sacred Mountain, is the hermitage of the Conquistadors, containing a full-sized image which weighs three pounds only. It is best reached over passable roads by car.

THE PYRAMIDS.

TEOTIHUACAN, 24 miles by motor-car *via* Laredo Highway and the former Lake Texcoco or by Mexican Railway to San Juan station (2 miles away).

The name means "the Abode of the Gods," and the remains of the ancient city are traceable over an area of 2 by 4 miles. The Pyramids form the largest artificial mounds upon the American Continent. The Pyramid of the Sun (216 ft. high) approaches Egyptian dimensions. The sides are terraced, and wide stairs lead to the summit. The Pyramid of the Moon has a height of 140 ft. There are Temples of agriculture, of Tlaloc (the Rain God), and of Quetzalcoatl (Lord of the Air and the Wind) and a broad way, the Highway of the Dead. There are subterranean buildings with large halls and coloured decorations, as well as certain superposed buildings of a later period.

PRINCIPAL TOWNS.

Acapulco, the leading Pacific port, is 320 nautical miles from Manzanillo. Population, 9,993. It is connected by a narrow, winding, dangerous motor road *via* Chilpancingo, Iguala, Taxco and Cuernavaca with Mexico City (282 miles, or 8 hours by car). The road crosses three high mountain ranges. Acapulco is a popular holiday resort, but the climate is hot in summer. Good fishing and hunting.

The main products are coffee, sugar, hides, skins, copra, nuts, sesame seed and oil of limes. There are local industries distilling oil of limes, and manufacture of muslin, soap, etc.

Hotels :—Los Flamengos, La Marina, El Mirador, Bahía, De las Americas, Caleta, Del Monte, Shangri La, etc.

Aguascalientes, capital of the State of this name, 364 miles north-west of Mexico City, has a population of 82,234 and stands at an altitude of 6,280 ft. among volcanic hills on the left bank of the Aguascalientes River. There are hot springs in the region. The climate is very mild and the death-rate low. Wool and cotton mills, tobacco factories, potteries, brewing and distilling, are local industries. Horsehair hats and drawn linen are sold to tourists. The plazas are luxuriant in vegetation. There is an interesting series of catacombs excavated by some forgotten tribe. Local fruits are delicious. It is on the Central Highway from Mexico City to Ciudad Juarez.

Hotels :—Francia, Paris, Imperial.

Rail :—National Railways, 14 hours to Mexico City ; 19 hours to Tampico, *via* San Luis Potosí ; 10 hours to Guadalajara.

Amecameca, at the base of Popocatepetl, is visited in large numbers by pilgrims to the tomb of Fray Martin de Valencia and an image of Santo Entierro. It is 36 miles by rail from Mexico, and makes a good base for climbing the mountain. It can also be reached by car. An interesting trip is to the saddle between the volcanoes (by car in the dry season). Altitude, 7,600 ft. Population, 7,573.

Hotel :—San Agustín.

Campeche, beautifully situated on the western coast of the Yucatan Peninsula in south-eastern Mexico, has a population of 23,277. It is 820 miles from Mexico City and 576 from Vera Cruz. There are good roads to other towns in the State. Chicle, sisal, cordage, bags and beverages are its chief exports. The main business is the extraction of crude chicle for export. Tortoiseshell combs and Panamá hats are local products admired by visitors. There are beautiful and wonderful caves at Bolonchenticul, 40 miles eastward.

Hotels :—Cuauhtemoc, Castelmar, Villa.

Railway :—To Mérida, by United Railways of Yucatan. Railway open to Coatzacoalcas (Vera Cruz), connecting the Yucatan Peninsula with rest of Republic.

Cananea, in the State of Sonora, can be reached by road or train either from Naco, Arizona, 40 miles, or Nogales, Arizona, 88 miles. Population, 11,000 ; altitude, 5,150 ft. Cananea is an important cattle and mining centre. One of the largest copper companies in the world, the Cananea Consolidated Copper Co., operates here. Silver, lead and zinc are also mined. Good roads radiate out to the mines.

Hotels :—Plaza, Alexandria, Sonora.

Celaya, in the State of Guanajuato, at the junction of the National Railways and Mexican Central, is an important distributing point for the whole State. It is 180 miles from Mexico City, 8 hours by train, and 70 from Guanajuato. It can be reached by car. At an altitude of 5,750 ft., it enjoys a temperate climate. The agricultural products are potatoes, beans, and cereals, and there is considerable cattle raising. There are textile mills in the town. Population, 22,766. It is famous for its special sweetmeat.

Hotel :—Isabel.

Chihuahua, capital of Chihuahua State, is 1,000 miles from Mexico City (38 hours by train), and 225 miles from Ciudad Juarez. It is the most important of northern Mexican towns, and the centre of a rich silver mining district. It stands 4,600 ft. above sea-level, and its population of 79,000 includes a strong proportion of English-speaking people. The climate is delightful. The summer tempera-

ture (May to July) is about 94; the rains last from the end of June to October. Dogs of the famous Chihuahua breed are obtainable. The cathedral, begun in 1717, and the tower in which Hidalgo awaited his execution, are interesting.

The famous Santa Eulalia mining camp is 17 miles away, and five miles from the town is one of the largest smelting plants in the world. Electric power is furnished by a large Canadian-owned station on the Conchos River. Roads to Mexico City, Ciudad Juarez, to Torreón (dry season only), and to Agua Prieto, opposite Douglas, Ariz (dry season only), are open.

The main exports are lead, gold and silver bullion, silver ore, and lead, zinc, and tin concentrates. The agricultural products are cattle and cereals, and there are some logging camps. A new industry is the canning and packing of meat.

Hotel :—America.

Rail :—To Ciudad Juarez (El Paso) and Mexico City (National Railways); the Kansas City, Mexico and Orient Railway connects with the Chihuahua and Pacific Railway. A bridge at Opinaja over the Rio Grande makes possible a through service on Santa Fé lines to Chihuahua.

Ciudad Juarez, the frontier post on the border of New Mexico, opposite El Paso, is 1,221 miles from Mexico City, which is reached in 46 hours by Pullman car. Baggage is inspected at this point. There is a toll-free bridge across the Rio Grande to El Paso. Luxury bus services run to Chihuahua (236 miles). This road goes on to Mexico City and the Guatemalan border. There is a road to Porvenir, through the cotton growing Juarez Valley. Population, 48,881. Altitude, 3,117 ft.

Hotels :—Kopper, Rio Bravo. Travellers usually stop at El Paso, Tex.

Railways :—Daily passenger Pullman trains to Mexico City *via* Chihuahua and Torreón on Mexican National Railways; two or three trains a week on Mexico North-western Railway to Madera and Chihuahua. Connections at Ciudad Juarez for all parts of the United States.

Air Service :—1 daily flight to Mexico City.

Coatzacoalcos (Puerto Mexico) is a mile from the mouth of the Coatzacoalcos River, which at this point is 2,000 ft. wide and 50 ft. deep. The port is one of the healthiest in the gulf. It is the port of entry for the Isthmus of Tehuantepec and the large territory opened by the railway leading eastward to Guatemala. The river is navigable by ocean-going vessels as far as Minatitlán, 24 miles from the mouth, where stands a great oil refinery. Population, 13,740. There are occasional services by the Gremio Unido de Alijadores, S.C.L.R., from Vera Cruz. A road, 185 miles long, is being built across the isthmus to Salina Cruz, on the Pacific.

Hotels :—Lem Arroy, Oliden, Colon.

Rail :—Tehuantepec National Railway to Salina Cruz, 190 miles, where connections are made for Vera Cruz, Tonalá, and Suchiatl (Guatemalan border).

Colima, capital of its State, is in the valley of the Colima River. Its altitude is 1,600 ft., and its population 22,601. Fine views are seen of the Colima volcano (12,278 ft.), which erupted with great loss of life in 1941, and of El Nevado mountain (14,370 ft.); ascents are made from Zapotlán. The main industries are cattle raising and agriculture. There are roads to Manzanillo and Cuyutlán, a summer resort on the Pacific.

Hotels :—Casino, Regis.

Rail :—To Manzanillo, 59 miles; Guadalajara, 160 miles; to Mexico City, 540 miles, by National Railways.

Cordoba, in the State of Vera Cruz, is a growing town of about 17,865 population. It is 65 miles from the port of Vera Cruz by rail, and 15 miles from Orizaba. Altitude, 2,700 ft. The climate is hot and humid, and rain falls for nine months of the year. Coffee is the main product, followed by sugar, tobacco, and rice.

Close by is the village of **FORTIN DE LAS FLORES**. A modern hotel, the Ruiz Galindo, makes this village an ideal place to stop at for visitors to Cordoba and Orizaba.

Hotels :—Virreinal, Francia, Turistas, Zeballos.

Cuautla, 85 miles from the capital, altitude, 4,350 feet, is a spa and sanatorium noted for its sulphur springs and mild climate. Population, 6,431. It is 5 hours by train from Mexico City, and 2 hours by car.

Hotels :—San Diego, Posada Linda Vista, Vasco.

Cuernavaca, capital of Morelos State, can be reached from Mexico City in 2 hours by motor or 4 hours by train. It is a health resort much used for week-end holidays by residents of the capital. The name suggests the horn-shape of the ridge upon which it stands. Population, 14,336; altitude, 4,500 ft., and sheltered to the north. The climate and scenery are among the best in the country. The cathedral market and Cortés Palace, the market and Borda Garden are sights in the town. The Cacahuamilpa Caverns are possibly the largest caves in North America, and can be reached by motor; the Xochicalco ruins are passed en route. Motor roads to Acapulco, Mexico City (48 miles), Taxco and Cuautla.

Hotels :—Chulavista, Astoria, Mandel, Bellavista, Papagayo, etc.

Durango, capital of Durango State, 6,200 ft. above the sea, with 33,412 population, enjoys a remarkably healthy climate. Duck shooting is good, and grizzly bears, deer, wolves, and other game are to be found in the neighbouring hills. There is a cathedral and a famous iron-water spring. It is on the Central Highway from Ciudad Juarez to Mexico City. Roads open to Torreon and Mazatlan. The town is the natural centre of a district devoted to agriculture, mining, and lumbering.

Hotels :—Casa Blanca, Reforma, Roma.

Rail :—To Torreon, 160 miles, or Canitas for main line connections to Mexico City, 670 miles, 28 hours, Ciudad Juárez, 670 miles, Nuevo Laredo, 560 miles, etc.

Guadalajara, capital of the State of Jalisco; altitude, 5,180 ft.; 381 miles from Mexico City, or 223 from Manzanillo. Population, 236,000. One of the finest and cleanest of Mexican towns, it resembles the towns of southern Spain, and ranks next in importance to the capital. Graceful colonial arcades flank scores of shaded parks and old plazas. The climate is dry, clear and mild throughout the year. The chief shops are in or near the Plaza Mayor and the Calle de San Francisco. The Plaza Mayor, sometimes called de la Constitución or de Armas, is flanked by the Government palace, 1643, and the cathedral, begun in 1561 and finished in 1618. There are American, French, German and Spanish clubs; a Country Club with golf and other games, and the Casino de Jalisco. The city, set in an agricultural and mining area, is the distributing centre for Central Mexico and the Pacific Coast north of Manzanillo; the chief local industries are textiles, shoes, soap, clothing, tiles and glassware; there are breweries, tanneries, flour and sugar mills. The local pottery is famous. The highways to Mexico City, Lagos, and

Tequita are open, and one is being built to Nogales.

Hotel 1:—Fenix.

Rail 1:—National Railways to Manzanillo, and Mexico City, 15 hours. (P.\$32.55 ; sleeping berth, P. \$10.75). Through Pullman car daily from Mexico City and 3 times weekly from Los Angeles *via* Nogales.

Excursion 1:—Lake Chapala, the largest lake in Mexico, is 70 miles long and 15 to 20 miles wide. The principal village is Chapala, where there are thermal springs, and a good hotel. Ribera on the lake shore, reached *via* Ocotlán, and 3 miles distant, has an hotel. These resorts are easily reached from Guadalajara by motor car or train. A trip around Lake Chapala makes a charming excursion. There is water-fowl shooting during the autumn and winter, and sailing and bathing all the year.

Five miles out stands a great canyon, the Barranca de Oblatos, 2,000 ft. deep, with a river and tropical trees at its foot. The scenery ranks with the finest in the country.

Near Guadalajara are the quaint towns of San Pedro Tlaquepaque and Toalá, famous for their beautiful pottery.

Guanajuato, capital of its State, has been an important source of silver since the mid-sixteenth century and the centre of a large population for more than 100 years. The city stands 6,550 feet above sea-level in a narrow gorge among wild and striking scenery. An old fortress (the Alhóndiga), the Legislative Palace (modern), the churches and mines are interesting. So are the famous catacombs, with many mummified bodies. Population, 23,521. Besides silver, there are also gold, tin, iron, lead, copper, and sulphur mines. There are important reduction plants.

Hotels 1:—Posada de Santa Fe, Orozco.

Rail 1:—To Mexico City, 250 miles, by Mexican Central Railway, 11 hours ; to Irapuato, 35 miles, by branch line.

Guaymas, a port of the Gulf of California, is in regular touch with the other Pacific ports of Mexico by means of Mexican coasting steamers. It has 8,796 inhabitants, including a number of Chinese. The climate is unpleasant in summer. Sea fishing is good, and there is duck shooting. There is a road to Hermosillo (90 miles) and Nogales (bus service, 8 hours).

Rail 1:—Southern Pacific system northwards to Hermosillo, 90 miles, and Nogales, 269 miles ; southwards to Mazatlan and Guadalajara, thence by National Railways of Mexico (Pullman cars) to Mexico City, 1,250 miles.

Hermosillo, capital of the State of Sonora, has 18,601 inhabitants. The winter climate is celebrated, as are the orange groves, tended principally by Chinese. The cathedral and State and Federal Palaces are the chief buildings. There is a daylight motor-bus service to Guaymas. It is easily reached by rail from either Guaymas 90 miles, or Nogales, 170 miles. Altitude, 693 ft.

Hermosillo is an important agricultural and mining centre. There are gold, copper and silver mines in the vicinity. Cotton, citrus fruits, beans and cereals are grown.

Hotels 1:—Laval, Lourdes, Serdan.

Rail 1:—Southern Pacific line to Guadalajara and the National Railways system.

Jalapa, 250 miles from the capital, on the railway to Vera Cruz (82 miles), is a useful stopping-place. The town is high enough above sea-level (4,500 ft.) to combine a pleasant climate with a luxuriant tropical vegetation. The drug jalap was at one time a more considerable product of the locality than it is to-day. Coffee is the main product, but sugar, tobacco, citrus fruits, bananas, and pineapples are also grown. There are cotton factories, and cigar and cigarette factories. Population, 39,530. Roads open to Vera Cruz and Mexico City.

Hotels :—Salmones, Mexico.

León, in the State of Guanajuato, 259 miles north-west of Mexico City, is on the main railway line to Torreon and Chihuahua and the frontier at El Paso. It lies in a fertile valley of the Gomez River, and has a population of 103,000. Altitude, 5,850 ft. There are many shaded plazas and gardens, and the streets are well kept. The chief streets are Real, de Guanajuato, los Pachecos, and de la Condeza, with the business centre in the Plaza de la Constitución. There is a striking municipal palace, a cathedral with two towers and a dome, a theatre, and a hospital. The chief manufactures are leather goods, soap, flour, tiles, cardboard, rubber, glassware, biscuits, sweets and chocolate, furniture, iron work and fertilisers ; there are also cotton and wool mills. León is the centre of a rich agricultural area. Buses ply to Guanajuato (34 miles), Irapuato, and other towns in the State.

Hotels :—Mexico, Condesa, Frances.

Rail :—National Railways of Mexico to Mexico City and El Paso.

Manzanillo is one of the oldest towns along the Pacific shore. The port serves the Guadalajara and Jalisco districts, and is visited by Mexican and American lines trading regularly between San Francisco and Central America, and Panamá. The main exports are coffee and hides. The climate is tropical. Population, 6,831. A 200 mile road *via* Colima to Jiquilpan will soon be open.

Hotels :—Anita, Bayardo, Colonial.

Rail :—To Colima, 60 miles, Guadalajara, 220 miles, thence to Mexico City, 600 miles, 25 hours.

Matamoros is on the Rio Grande, 25 miles from its mouth in the Gulf of Mexico, and opposite the town of Brownsville, Texas. It is 205 miles by National Railways of Mexico from Monterrey, but is approached from the United States from either San Antonio or Houston. The climate is very hot during the dry season. The main products are cattle, hides, cotton, maize and beans. Population, 15,699. It serves as a distributing point for a number of smaller towns in the area. It is 842 miles from Mexico City, or 33 hours by train. The road between Matamoros and Monterrey is part of the Inter-American Highway between Nuevo Laredo and Oaxaca. A road is open to Torreon.

Hotel :—San Antonio.

Matchuala is a mining centre of some importance, in the State of San Luis Potosi. There are reducing and refining plants and large smelters. Rail to Azul and Vanegas. Population, 16,548.

Mazatlan :—Largest seaport in Mexico on the Pacific coast ; one of the first ports of the Republic ; at the foot of the lofty Sierra Madre ; sub-tropical scenery and climate, with cool winters ; an especially progressive and cosmopolitan city, environed by fine groves of coconut. The picturesque islands in the blue waters of the bay are popular resorts for rest or pleasure. The drainage, water, and lighting are modern, and the sanitation is good ; the streets are asphalted. There are hotels and theatres and three daily newspapers. The town is the chief industrial and commercial centre in Western Mexico. Population, 64,000. It has two bathing beaches, good boating, fishing, and hunting. The district roads are good for motoring in the dry season (October to June). An intercoastal

road to Matamoros is projected. The local carnival, the most celebrated in Mexico, attracts large numbers of merry-makers.

Precious metals, vegetables, charcoal and dried fish are the principal exports.

Hotels :—Belmar, overlooking the ocean, 80 rooms, dancing and music ; Central.

Rail :—The Southern Pacific Railroad provides through connection between California, U.S.A., and Mexico City, *via* Nogales, Mazatlan, and Guadalajara, and an excellent service of express trains is maintained.

Merida, capital of the State of Yucatan, 775 miles east of Mexico City, is served by the port of Progreso. The fifth city in size in Mexico, it stands in a very flat agricultural country, almost entirely devoted to henequen. Population, 115,000. Massively built after the Spanish fashion, the town is healthy, clean and well-paved. Calle 65 is the chief street for shops. Among the buildings are a beautiful cathedral, bishop's palace, Government palace, model penitentiary, a large hospital, and theatre. Besides the henequen or sisal industry, there are soap, chocolate and hemp factories. The main exports are sisal, binder twine, chicle, hides, skins, dyewood and mahogany. Bus services to Progreso, Chichen Itza, Muna, etc. Picturesque road to Uxmal (34 miles), and one open to Campeche.

Hotel :—Itza.

Rail :—United Railways of Yucatan to Progreso, 24 miles. Daily trains to Campeche, 5 hours.

Minatitlan, 19 miles *via* Carmen from Puerto Mexico, with a population of 18,539, has one of the largest petroleum refineries in the country. It is reached by train from Puerto Mexico *via* Carmen, and is also served by train and aeroplane to Vera Cruz and Mexico City. The main products are coffee, timber, cereals, petroleum, sugar and rice. A 155-mile pipe line takes refined petroleum products across the Isthmus to Salina Cruz, on the Pacific.

Hotel :—Jara.

Monclova, in the State of Coahuila, is on the National Railways, 150 miles south of Piedra Negras, 130 miles from Torreon, and 120 miles from Saltillo. There are large copper, zinc, silver and lead mines in the area. In the town are the shops of the National Railways of Mexico, steel furnaces, a rolling mill, and an iron tube factory. The town is the centre of a rich agricultural and cattle raising country. Altitude, 2,000 ft. Climate, cool. Population, 7,181. A railway is being built to Chihuahua.

Hotels :—Internacional, El Progreso.

Monterrey, capital of Nuevo León State, population 185,833, lies in a fertile valley of the Santa Catarina River at an altitude of 1,624 ft. One of the most important and progressive towns in North Mexico, it dates from the earliest Spanish times. The railway lines from Matamoros, Laredo, and Eagle Pass converge at this point and depart for Mexico City and Tampico. The motor road from Laredo, Texas (146 miles) is now open, and has been extended to Mexico City. The opening of this road has brought an influx of visitors from the States. Other good roads lead to Matamoros and Torreon, *via* Saltillo. There are bus services to Linares, Saltillo, Monterrelos, and other towns in the agricultural hinterland. Summers are long and hot in an otherwise temperate climate.

The majority of the buildings are massively built. It is the seat of a bishop. The Government palace stands in Plaza Cinco de Mayo

and the cathedral in the **Plaza de Zaragoza**. The town has the largest iron and steel works in Mexico, lead smelters and refineries, a brewery, flour and cotton mills, soap and tobacco factories, mineral-water works, an electric-bulb factory, cement works, and an important glass factory.

The **Papo Chico** hot springs, a favourite bathing resort, lie four miles north-west of the town, and the suburban town of **Bella Vista** stands a little farther to the north. The **Garcia Caves** with their stalactites and underground lake deserve a visit.

Hotels 1—Colonial, Ancira, etc.

Rail :—National Railways to Tampico, 322 miles, and Mexico City, 625 miles (P. \$53.20; sleeping berth, P. \$20.00); to Matamoros, 200 miles; to Nuevo Laredo, 160 miles; to Torreon.

Morelia was selected in 1541 as the site of a city because of its natural attractions, its background of mountains, and proximity to the Rio Chiquito dry climate. It is the capital of Michoacán, has a population of 44,304, and stands at 6,200 ft. The cathedral was founded in 1640. It is reached from Mexico City, 228 miles, *via* Acambaro, 50 miles, by National Railways. There is a certain amount of mining, but the main products are cattle and agricultural produce.

Hotels 1—Alameda, Virrey de Mendoza, Casino.

Nogales, elevation 4,000 ft., with a mild and agreeable climate, is a twin city with a population of 13,866. It is situated astride the frontier line, one half in Mexico and the other half in Arizona. It is here that the Southern Pacific Railroad of the U.S.A. connects with the Southern Pacific Railroad of Mexico. A through Pullman car is operated daily between Los Angeles and Guadalajara, where the S.P.R. of Mexico connects with the National Railroads. The journey from San Francisco to Mexico City is completed in four days and three nights with every modern comfort and convenience. This route is becoming more and more popular with business men and tourists. The return journey to the U.S.A. may be made from Mexico City *via* El Paso or Nuevo Laredo, and round trip tickets at very reduced rates are obtainable. There is a road *via* Cananea and Santa Ana to Hermosillo (about 167 miles); it is being pushed on to Guadalajara.

It is through Nogales that the important winter vegetable crops of southern Sonora and Sinaloa are exported. The main industries in the area are mining and cattle ranching.

Hotels 1—Jalisco, Central.

Nuevo Laredo, on the Rio Grande, opposite Laredo, Texas, is one of the main ports of entry into Northern Mexico. The climate is healthy, cool by night and hot by day. Population, 28,872. Cattle and cotton are raised in the district, and a few industries including cotton textile and soap making are carried on. Travellers usually stay at Laredo, Texas, across the river. There are good roads to Monterrey and on to Mexico City, San Antonio, Corpus Christi, and Oaxaca.

Hotels 1—Plaza, Brisas, Rendón.

Rail :—To Monterrey, 170 miles, by National Railways of Mexico; to Corpus Christi, by Texas-Mexican Railway; to San Antonio, by International Great Northern Railway; to Mexico City, 803 miles, 29 hours.

Oaxaca, capital of Oaxaca State, 5,000 ft. above sea-level, has 29,306 inhabitants. It is reached from the capital *via* Puebla, 228

miles away, by the Mexican Southern branch of the National Railway. The great Indian Market is attended by people of the Zapotec and Mixtec Indian tribes. The Mitla Ruins are 25 miles south-west, perhaps the most accessible of the prehistoric cities of Mexico. A giant cypress tree at Santa Maria del Tule is celebrated as the largest in the country; the trunk is 160 ft. in circumference. Roads run to Puebla and to Tehuantepec and Tuxtla Gutierrez, and there is a motor road to Nuevo Laredo (1,087 miles). The weaving of table linen is a new and prosperous industry. The town is famous for its wool zarapes. It is 228 miles (21 hours) from Mexico City.

There are numerous silver and gold mines in the vicinity. The nearby area is devoted to cattle raising and agriculture, the main crop being coffee.

Hotels :—Monte Alban (new and good), Marquez del Valle.

Orizaba, the favourite residence of the Archduke Maximilian, is placed in surroundings of great beauty 80 miles inland from Vera Cruz on the Mexican Railway. Altitude, 3,900 ft.; population, 47,910. It has many churches, bridges, a splendid Alameda and contains important railway workshops, textile factories (the most important in Mexico), a paper mill and a well-known brewery. The products include cotton, coffee, sugar and tobacco. There is a good automobile road to Cordoba, Tehuacan, Puebla and Mexico City (180 miles).

Hotel :—Hotel de France.

Pachuca, one of the oldest silver mining centres is the capital of Hidalgo State. Population, 53,354; altitude, 8,000 ft. The surrounding hills are honeycombed with old workings, and terraced with the tailings from the mines. The workings date from Aztec times. The present output of silver is said to be the largest of any mining camp in the world.

Three railways and a good motor road lead to Mexico City (62 miles). Interesting buildings of the Colonial period include Las Cajas (1670), now occupied as offices; Las Casas Coloradas (1785), now Courts of Justice; and a former Franciscan convent (1596-1732). The modern buildings include a notable theatre and the Bank of Hidalgo. The mountain scenery within an hour or two's motor ride is impressive. Roads are open to Mexico City, Ciudad Victoria, Monterrey, Tampico and Nuevo Laredo. An electric railway runs to Real del Monte, 6 miles away, one of the largest mining camps in Mexico.

Hotels :—Los Baños, Colonial, Grenfell, Camino, Doria.

Church :—(English speaking) :—St. George's (Protestant).

Parral, chief town of the district of Hidalgo, stands 6,200 ft. above sea-level, and has 24,231 population. It has been little modernized despite the near presence of large silver, lead, zinc and gold mines. The climate is delightful.

Hotels :—Fuentes, Centro Viajero.

Rail :—Branch line to Jimenez, then National Railways of Mexico to Chihuahua (170 miles), and Mexico City (910 miles, 34 hours).

Patzcuaro, a town of 9,557 inhabitants, with narrow cobbled streets, is mainly interesting because of its nearness to Lake Patzcuaro. The lake, 6,700 ft. above sea-level, is about 30 miles in circumference, with Tarascan native Indian villages upon its shores

and islands. Wildfowl and fish are abundant, and are pursued with native help in dug-out canoes. It is 270 miles (13 hours) from Mexico City.

Hotels :—Posada de don Vasco, El Lago, Atzimba.

Piedras Negras, on the Rio Grande opposite Eagle Pass, Texas, is an important port of entry to North-eastern Mexico. It is served by the National Railways of Mexico from Mexico City, 850 miles, and Saltillo, 315 miles. There are important coal mines in the vicinity; silver, zinc and copper are also mined. The surrounding country is mainly devoted to cattle raising, and large cattle and horse markets are held in the town. Altitude, 700 ft. Population, 15,663.

Hotel :—Santa Rosa.

Progreso, chief port in Yucatan, 23 miles from Mérida, has about 11 ft. of water at the wharves. The port business is mainly in warehousing and transshipment. The main industry in the area served by the port is henequen. The climate is hot, temperatures ranging from 80 to 95° F. Population, 11,990. It is reached from Merida in 1 hour by the United Railways of Yucatan. There are motor-bus services to Merida. Distances (in sea miles): to Havana, 440; to New Orleans, 550; to Vera Cruz, 400.

Hotels :—Progreso, Villa Mar (summer only), Itza.

Puebla, "The City of the Angels," one of the oldest and most famous cities, can be reached by road from the capital (85 miles; 3 hours). It is a well-built, clean, and healthy town, containing interesting specimens of Andalusian architecture ornamented with Moorish tiles. There are over 60 churches and a cathedral, notable for its marqueterie and for pictures ascribed to Murillo and Velazquez. There are important cotton mills in the vicinity. Among other industrial products are Talavera ware, glazed tiles, onyx articles, and palm leaf hats. Population, 148,000. Altitude, 7,150 ft.

Eight miles away, and reached by tramway, is Cholula, with its Pyramid of Quetzalcoatl, used by the Aztecs for their human sacrifices. The twin volcanoes, Popocatepetl and Ixtaccihuatl, are near at hand on the west, with the more distant cone of Citlaltepetl on the east. The road to Mexico City winds among the beautiful pine forests at the foot of the first two volcanoes. There is a road to Oaxaca.

Hotels :—Colonial (good), Royalty, Lastra, Arronte, Italia.

Rail :—To Mexico City: by Mexican Railway (116 miles, 6 hours); by Inter-oceanic (131 miles). To Oaxaca by Mexican Southern (230 miles).

Queretaro, 167 miles by rail north of the capital, is historically interesting as the site of a pre-Aztec settlement with many Colonial relics. National independence was planned in Querétaro, and there the Emperor Maximilian met his death in 1867. The town has famous opal mines. The cathedral is sixteenth century, and the Municipal Palace has romantic associations with a heroine of the War of Independence. There are textile mills, flour mills, and tanneries. Population, 33,629; altitude, 5,900 ft.

Hotels :—Gran, Jardin.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, represents a triumph of engineering skill. Two converging breakwaters, with a total length of over a mile, provide a harbour of several hundred acres. Trade has diminished considerably since the opening of the Panamá Canal. The modern town is laid out

on high ground. The population is 4,614. The town is windswept and sandy, and has few attractions to the visitor. Puerto Mexico (to which a road is being built) is 190 miles by rail.

Hotels :—Pedro Guasti, Cerro Azul.

All America Cables & Radio, Inc., Esquina Progreso y Av. 5 de Mayo.

Saltillo, capital and chief commercial centre of the State of Coahuila, is on a plateau at 5,000 ft. altitude. The mean temperature is 63° F. and winters are mild. It is noted for the excellence of its shawls. The population is 49,430. Cattle farming, cotton, and grain growing are carried on in the semi-arid region, and gold, silver, lead, copper, iron, zinc, and coal are mined in the region. There are a number of textile mills in the vicinity. Roads to Piedras Negras and Monterrey (55 miles) with bus service.

Hotels :—Rancho el Morillo, El Paso Courts, Arizpe-Sainz.

Rail :—National Railways of Mexico to Laredo, 230 miles ; to Eagle Pass ; to Tampico and Mexico City, 560 miles. Coahuila and Pacific Railway to Torreón, 210 miles. Coahuila and Zacatecas Railway to Concepción del Oro, 77 miles.

Air Service :—See Air Section.

San Geronimo (160 miles from Puerto Mexico) stands at the junction of the Tehuantepec with the Pan-American Railway on a line running through the State of Chiapas to the Guatemalan frontier and to Guatemala City. The line has opened an immense tract of fertile country.

Hotel :—De Gyves.

San Luis Potosi, capital of its State, is 327 miles north of Mexico City ; altitude, 6,300 ft. ; climate, temperate ; population, 97,000. It is the centre of a very rich agricultural and silver-mining district. The chief shops are in Calle Hidalgo ; there is a fine cathedral, a theatre, a Government palace, and two markets. Indians sell fruit in the market and main streets. There are several reducing and refining plants and large smelters. The arsenic plant is the largest in the world. Clothing, shoes, fibre, ropes, bags, brushes and cotton goods are produced. There are also foundries, tanneries, breweries, and railway shops. A highway leads to Guadalajara, and Mexico City.

Hotel :—Imperial.

Rail :—Railway to Mexico City, 327 miles, and Tampico, 280 miles ; Mexican Central to Aguascalientes, 140 miles ; Potosi and Rio Verde Railway to Aguacatal.

Santa Rosalia, on the eastern coast of Lower California, is reached from either Guaymas or La Paz (Lower California) by coasting vessels. The French-owned Boleo Mining Company operates here, extracting some 9,000 tons of refined copper annually. A gypsum deposit on San Marcos island, nearby, is being exploited by an American subsidiary. A road runs southwards through Mulege, Comandu, and La Paz to José and northwards *via* Rosario, Ensenada, and Tijuana to Mexicali. Population, 5,451.

Hotel :—Central.

Tampico, a main port for most classes of cargo, has become the chief commercial centre in Northern Mexico, largely because of the oilfields. The port is seven miles up the River Pánuco (navigable by small ocean steamers as far as Tampico), and oil tanks and refineries extend for miles along the southern bank. It has a population of 84,000. Its situation is beautiful. The summer heat, rarely exceeding 95°F., is tempered by sea breezes, and the winter

minimum of 45° F. makes the town a favoured winter resort. June and July are the most trying months.

The Carpintero Lagoon is flanked by villa residences. The Playa de Miramar, a bathing resort, is a tram or motor ride from the city. La Barra is a seaside holiday place near the entrance to the Pánuco River. There is good wildfowl shooting on the Chairel Lagoon, with its wooded islands. The tarpon fishing is famous. Tampico is now joined to Mexico City by a road that can be travelled comfortably in about 14 hours. There is a regular bus and air service.

Hotels :—Imperial, Inglaterra, Rivera.

Church (English speaking) :—Christ Church (Protestant); Lady of Mercy (Catholic).

Rail :—To Mexico City (600 miles), Laredo, and U.S.A. See under "Mexico City."

Tapachula, the most important town in Southern Mexico, lies in a rich coffee district in the State of Chiapas, 25 miles from Suchiate, on the Guatemalan border. It is on the railway running north to Tonalá, 140 miles, and San Gerónimo, 262 miles. Guatemala City is 115 miles by rail or road. Trains leave daily for Suchiate, where the passenger is ferried across the river to Ayutla, proceeding next day to Guatemala City. There is a Sleeping Car Service from and to Mexico City twice weekly.

Coffee is the main product, but sugarcane and tobacco are also grown, and cattle are raised. There are some sugar refineries and saw mills in the town. Population, 15,187.

Hotel :—Internacional.

Taxco. The first silver shipped by the Spaniards to Spain came from the mines of Taxco. A Frenchman, Borda, made and spent three immense fortunes here in the 1700's, and it was he who founded the present town of Taxco and built the magnificent twin towered, rose coloured parish church of Santa Prisca which towers above everything but the mountains. The town is a colonial gem, Spanish in appearance. Every roof of every building is of red tile, every nook or corner in the place is a picture, and even the cobblestone streets have patterns woven in them. The Government has made Taxco a national monument and have prohibited the construction of anything modern in the town. Gas stations are outside the city limits. While the plaza has an elevation of 5,600 feet above sea, many of the houses are perched another two or three hundred feet higher up on the sides of the mountains and others that much lower down. The climate is ideal, never any high winds (for it is protected by huge mountains immediately on the north), never cold and no heat, due to its elevation. The population is 4,963.

Hotels :—Los Arcos, Rancho Telva, Victoria, Sierra Madre, De la Borda.

Roads :—Taxco is on the Mexico City, Cuernavaca and Acapulco highway, 163 miles from Mexico City, and 182 miles from Acapulco.

Tehuacan, in the State of Puebla, 155 miles east of Mexico City, is reached either by train or paved road through Puebla. The altitude is 5,550 ft., and the climate mildly tropical. There are thermal mineral springs and a bottling plant. Visits can be paid to Oaxaca, with overnight stay there. It is also close to Orizaba. There is a fine display in the Saturday market at Telmacan, a nearby village, of articles made from palm fibre.

Hotels :—Garcí-Crespo, Madrid, Mexico.

Tehuantepec stands on the river Tehuantepec, 13 miles by rail from Salina Cruz, upon the Pacific side of the narrow isthmus. The Aztec word means "Mountain of the Man Eaters," and was given because the hills behind the town were infested with man eating beasts. The region is celebrated for its hot springs. The town is picturesque.

The population (12,301) consists largely of Indians of the Zapotecan tribe, descendants of the Aztecs, who have retained their language, dress, and customs. The town is the centre of a rich agricultural district producing fruits, sugar, vegetables, and rice.

Hotels 1.—Istmo, Perla.

Rail 1.—Tehuantepec National Railway to Salina Cruz, Istepec and Puerto Mexico, 180 miles. Connections at Istepec for Vera Cruz.

Toluca, capital of the State of Mexico and south-west 45 miles from the capital, is reached by train or motor-car (1½ hours). It is an agreeable summer resort, and of some commercial importance as a centre of agriculture and stock-farming. Industrial activities include power plants, flour mills and textile mills. The climate is cold in winter but pleasant in summer. Altitude, 8,700 ft. Population, 43,429. There are regular bus services to Mexico City and Tenango, and roads to Morelia and Guadalajara.

Hotel 1.—Colonial.

Topolobampo, on the Gulf of California, overlooking a fine bay, is connected by rail with the Southern Pacific system at a point 50 miles north-east. Coastal steamers connect the port with the north and south. There is good fishing and shooting.

Torreón, in Coahuila State, is 700 miles from Mexico City. It has cotton, flour, and other mills, and smelting works. The town is an important railway junction on the lines from Eagle Pass and Monterrey-Tampico. The population of 88,000 includes the towns of Gomez Palacio and Ciudad Lerdo. It is the centre for the Laguna cotton growing district, and the distributing point for the mining area of Durango. Wheat is grown in the area and livestock bred. Various industries make the town one of the most important commercial centres in northern Mexico. The altitude is over 4,000 ft., and the climate is temperate and dry. Roads to Monterrey and Chihuahua; to Matamoros; to Saltillo; and to Durango.

Hotels 1.—Galicia, Plaza.

Rail 1.—National Railways of Mexico to Mexico City, 705 miles; El Paso, 523 miles; Chihuahua, Monterrey, 253 miles; Saltillo, 187 miles; and Tampico, 502 miles.

Tuxtla Gutierrez, capital of Chiapas State, is reached from Jalisco, 86 miles, by stage coach. It is 40 miles from San Cristobal, and stands at an altitude of 1,500 ft. Population, 15,883. It is a busy distributing centre for an area producing sisal, tobacco, coffee, and cattle. The climate is hot. The Pan-American Highway (open from Oaxaca *via* Tehuantepec and Juchitan to Tuxtla Gutierrez) has been pushed on to the Guatemalan border.

Hotels 1.—Bonampak, Brindis, Cano.

Vera Cruz, the principal port of entry for Mexico, 264 miles by rail from Mexico City, is on a low alluvial plain bordering the Gulf Coast. It has a splendid harbour built by the English firm of Pearson, who were also the contractors for the sanitation, paving

and water supply of the city. The town retains many picturesque white-walled buildings, and remains pleasing and healthy despite a warm and moist climate, whose average temperature is 77°F. It has a large trade with the interior, and has numerous wholesale houses of importance. Population, 76,000. There are two roads to Mexico City, one *via* Jalapa, Puebla, and Tehuacan (12 hours by car), and another *via* Orizaba, permitting a very pleasant circular trip.

The main industry is agriculture, but petroleum is important. Cotton and jute goods, sugar, beer and cigars are the main products.

Hotels :—Imperial, Colonial.

Rail :—To Mexico City by Mexican Railways (12 hours, day or night, preferably in observation car), or by InterOceanic Railway (23 hours). To Salina Cruz and Puerto Mexico. To Alvarado and forward by steamers on the Papaloápan River. See under "Mexico City."

Villahermosa, capital of Tabasco State, on the Grijalva River, is about 70 miles from Alvaro Obregon, whence it is reached by river steamers. There are steamer services from the town to places on the Grijalva, Usumacinta and Palizada rivers. The climate is hot. Population, 25,114. The town is a busy commercial centre for an area producing tobacco, coffee, sugar, cacao, bananas, and rubber.

Hotels :—Imperial, Isabel, Regis.

Zacatécas, 440 miles from Mexico City, at 8,075 ft. altitude, and capital of Zacatécas State, has 21,846 population. The town is built in a gulch, and the hills on each side are picturesque. The central part of the town contains many interesting Colonial buildings, particularly the cathedral, which is one of the most noted in the Republic. The climate is cold but generally healthy throughout the year. Mining is carried on extensively. There are four large plants for the treatment of ores, at El Bote, Vetagrande, and Guadalupe.

Hotels :—Francia, Paris.

Rail :—Mexican Central Railway to Mexico City, 18 hours, and Ciudad Juárez.

PHYSICAL FEATURES.

Mexico, or "Los Estados Unidos Mexicanos" (United Mexican States), owes its name to the Aztec tribes, the Mexicans who occupied the tableland and whose war-god was Mexictli.

Its area, 764,000 square miles, is one-quarter that of the United States, with which it has a land frontier of over 1,500 miles. The southern borders of about 550 miles abut upon Guatemala and British Honduras. There is a coast line of 1,727 miles towards the Mexican Gulf and the Caribbean, and of 4,574 miles towards the Pacific and the Gulf of California.

A central tableland, flanked by the Eastern and the Western Sierras, occupies the greater part of the country. This plateau is on an average 6,000 feet above sea-level. The elevation of 3,700 feet at El Paso on the northern frontier increases to 5,200 feet at Saltillo and to 8,000 feet at Marquez, 76 miles from Mexico City. In the mountains running on an east-west axis which passes, more or less, through Mexico City, the highest peak is the Pico de Orizaba (18,000 ft., and the second highest in the Western Hemisphere). Others are Popocatepetl (17,880 ft.), Ixtaccihuatl (17,670 ft.), and Nevado de Toluca (15,003 ft.); all are either active or extinct

volcanoes. A new volcano, Parícutín, appeared near Uruapan in 1943.

The narrow hot coastal strips between the sierras and the sea are sandy along the seashore, with a higher and fertile belt of land rising to 3,000 ft.

Mountains and forests occupy about one-third of the total area. The cultivable but unexploited lands are computed at 20 per cent. of the whole, but of these one-half require artificial irrigation.

The few navigable **rivers** are of no importance. The fairly numerous **lakes** are many of them beautiful, but are of little use for navigation. The largest is Chapala, 70 miles long and from 15 to 20 wide. Lake Tamiagua, in the State of Vera Cruz, is 60 miles by 10.

There are no bays of importance along the south-west part of the Gulf of Mexico, and only one natural harbour, that of Carmen. On the east coast of Yucatan are the deep bays of Asunción and Espíritu Santo. The Gulfs of Tehuantepec and of California present two large indentations in the coast line, the latter penetrating the continent for 740 miles.

There is a great range of **climate**. Although a large portion of the country is in the torrid zone, much of this is temperate, owing to the latitude. From Tampico southwards, at or slightly above sea-level, the climate is generally tropical; north of this point, at about the same elevation, it is semi-tropical, as also southward at elevations of from 1,000 to 6,000 ft. Upon the central plateau the climate is temperate and the air is dry, bracing, and especially good for bronchial, pulmonary, and rheumatic troubles. The plateau has four seasons in the north, and a wet and a dry season south of about 28°. The dry season is from November to April. The shade is cool, and the nights are cold. During the rainy season on the plateau the mornings are pleasant, the noons hot, and heavy rain falls in the afternoon or early evening. The rainfall varies from 14 to 40 inches.

The **population** was 25,367,802 at the census of 1950. About 60 per cent. are of mixed race, 30 per cent. of pure native blood, and 10 per cent. of pure white race. 65 per cent. are rural. The language used is Spanish. General mortality rate—17.7; birth-rate—43.

Constitution :—On February 5, 1917, a new Constitution was promulgated, superseding that of 1857. Mexico was proclaimed a Federal Republic, the States having the right to manage their local affairs. The powers of the Supreme Government are divided into the legislative branch, the executive, and the judicial. Congress, the legislative branch, consists of a House of Representatives and a Senate. Representatives are elected for a term of two years. There is universal suffrage, and one member for 60,000 inhabitants. The Senate consists of fifty-eight members, two for each State, elected in the same manner as the deputies. The President, holding the executive power, is elected by direct vote for a six years' term.

Local Administration :—Besides the Federal District, there are twenty-eight States, and three Territories, each a separate entity so far as government and laws are concerned; inter-State Customs

duties are not permitted. States can levy their own taxes, and each State has its Governor, legislature, and judicature popularly elected in the same fashion as those of the Federation. The Federal District and Territories have their governors appointed by the President. Laws made by the Federal Government are binding on the various States, which can, however, supplement them with laws of their own.

Roman Catholicism is the **religion** of the great majority.

PRESIDENT.

Lic. Miguel Alemán 1946-52

CABINET.

Interior .. . . .	.. .. .	Lic. A. Ruiz Cortínez.
Foreign Affairs .. .. .	.. .. .	<i>Vacant.</i> (Sr. Manuel Tello, Under-sec. in charge).
Finance .. .. .	.. .. .	Lic. Ramón Beteta.

There are 10 other Ministries.

NATURAL RESOURCES.

The intensive activity displayed by Mexico in the development of its primary industry, agriculture, is encouraging. It is especially manifest in the growing tendency toward increased production of crops for export. During recent years the value of animal and vegetable products exported to foreign markets has been great, and additional areas are being given over to their production. Features in keeping with agricultural progress are the expansion of the rural school system, the establishment of agricultural schools for technical training, the campaign for better methods of marketing, and the extensive reclamation programme. Some 6,800,000 hectares are now cultivated, 62 per cent. of the population work on the land.

Wheat, cotton, garbanzos, sugar, tomatoes, and other vegetables are grown principally on irrigated land. Corn, beans, henequen, and coffee are raised principally on naturally watered land.

Cotton is, by value, the most important export. Coffee takes third place.

Cotton is grown most largely in Lower California and in the States of Tamaulipas, Coahuila, Nuevo Leon and Chihuahua, where conditions are met comparable with those of Texas. About 40 per cent. of the production is in the fertile Laguna district, near Torreon. It is a short fibre cotton; long fibred cotton has to be imported for the mills. These use up to 400,000 bales per annum for their 550,000 spindles, and the exportable surplus fluctuates. The yield in 1950-51 was 1,250,000 bales, of 230 kilos each. (The average for five pre-war years was 324,000 bales). Production of seed, seed oil, cake and meal is considerable. Export, 1950: cotton, ginned—162,638 m. tons, value 760,677,159 pesos; linters—24,778 m. tons; cotton seed cake and meal—98,705 m. tons.

Coffee grows in perfection on the mountain slopes, and fetches a high price, and is highly esteemed by connoisseurs. The Caracolillo variety, grown in the Uruapan district (Michoacán), is regarded as the finest. Coffee can be cultivated in almost any part of Veracruz, Chiapas, Oaxaca, Hidalgo, Puebla and San Luis Potosí, at an altitude not lower than 1,000 ft. and preferably at 2,500 to 4,000 ft. Trees

(estimated to number 133,606,000) are at their prime from the sixth to the thirteenth year. Production was about 1,065,000 bags (of 60 kilos) in 1950-51. Domestic consumption is 200,000 bags. Exports : 1950—45,966 m. tons, value 333,699,965 pesos.

Tobacco leaf of a quality comparable with Cuban is produced in San Andrés Tuxtla (Vera Cruz) and other good tobaccos in Nayarit, Tabasco, Yucatan, and Oaxaca. A large part is retained for home consumption and for manufacture in the 200 or more cigar and cigarette factories. The production of leaf in 1948-49 was 53,473,000 lb. Export : 1949—72,207 kilos. ; 1950—285,626 kilos.

Large areas are suitable for **sugar** production, and especially the hot regions of the Atlantic belt. There is room for development in this industry, which dates back to the earliest years of the Spanish Conquest. The output of refined sugar in 1950-51 was 666,124 l. tons. Domestic consumption is now 590,000 m. tons. Some 150,000 m. tons of coarse brown sugar is also produced. There is a large production and export of blackstrap molasses. (123,665 m. tons in 1950). About 46 million litres of alcohol are produced from molasses and cane juice. Export, raw and refined sugar, 1949—138,418 m. tons ; 1950—21,165 m. tons.

Maize furnishes one of the chief foods of the people. The tortilla, made of this grain, is universally eaten in all the States. Maize is chiefly grown south of latitude 21° N., and Jalisco, Yucatan, Veracruz and Puebla are the chief producing States. The crop is planted on 4 million hectares. The yield was from 3 to 3.5 million m. tons in 1951.

Most of the **wheat** grown in Mexico is soft, and therefore it is necessary to import hard-grade wheat for mixing. The most productive area is that known as the Central Zone, the area surrounding and to the north of Mexico City (States of Michoacan, Guanajuato, Chihuahua, Coahuila, Baja California, Jalisco, Mexico and Puebla). The next most important zone is in the north (Coahuila, Chihuahua, and Durango). In the North Pacific zone the most important State is that of Sonora. Uncertain rainfall and lack of irrigation make the crop very variable. The 1949-50 crop was 814,600 m. tons, or about 75 per cent. the consumption.

A small quantity of oats and rye is grown, chiefly in Mexico and Lower California. Rice is grown on 108,000 hectares in almost all the coastal States and some of the interior. The Yaqui Valley, State of Sonora, grows about 45 per cent. of the crop, which was 86,000 m. tons of milled rice in 1950. Exports, 1950—27,469 m. tons. Domestic consumption of milled rice is 75,000 m. tons.

Barley is cultivated chiefly in Hidalgo, Mexico, Queretaro, Tlaxcala, and Michoacan. The production of grain barley is 140,000 m. tons, and of malt barley some 8,600 m. tons. Barley is imported.

About 2,248,300 metric tons of alfalfa is grown in the Valley of Mexico and in 15 other States as green food for dairy cattle and as a hay crop at various points northwards.

Pulse and Vegetables :—String beans (frijoles) are a staple article of food. The crop is cultivated throughout the Republic in every climate. Production is roughly 231,122 m. tons. Chick-peas (garbanzo) are grown in Sonora and Sinaloa. Production is around

110,600 m. tons. Export: 1949—11,856 m. tons; 1950—11,639 m. tons.

The production of fresh vegetables and tomatoes for home consumption and export to the United States is increasing. Most of the production for export takes place in some 15 river valleys running to the Gulf of California in the States of Sonora and Sinaloa. Vegetables are also cultivated for export on a small scale near Manuel, on the east coast. The vegetables produced are tomatoes (about 335,073 metric tons), green peas (7,000 metric tons), green and dry peppers (31,426 metric tons), string beans, and melons. The shipping season is from November to May. Production and transport of the entire winter vegetable crop on the west coast of Mexico is now under Government control. They are handled by the Wells Fargo Co., of Mexico, and transported by the Southern Pacific Railway. Exports, 1949-50—7,232 carloads; 1950-51—7,504 carloads. The main bulk is made up of tomatoes. The rest are green peppers, green peas, melons, and cantaloupes.

The potato crop is some 180,495 m. tons.

Fruits :—The temperate districts produce apples, plums and other stoned fruits of good flavour as well as excellent melons. Especially good grapes are produced at Parras (Coahuila). Grape production is now 70,000 m. tons. Strawberries are procurable throughout the year, and are exported frozen. Mexico is the chief lime producing area in the Western hemisphere. About 40,000 metric tons are produced and some exported.

Most forms of tropical fruits are indigenous. Navel oranges of high quality grow wild; so do lemons, mangoes, prickly pears, papayas, guavas, figs, chirimoyas and others. Grape fruit, pineapples (155,000 m. tons) and bananas (520,000 m. tons) are cultivated and banana-growing is a developing industry near Vera Cruz, in the Gulf coast region between Tampico and Tuxpan, and in the State of Jalisco, on the west coast. Most of the banana exports are shipped from Alvaro Obregon, Tabasco, and Vera Cruz. Export, plantains: 1949—5,221,135 stems; 1950—4,601,053 stems.

The main fruit exports in 1950 were pineapples, fresh, 31,291 m. tons; canned, 13,762 m. tons; citrous fruits, 32,220 m. tons.

Coconuts are found throughout the tropical coastal region wherever local moisture suffices. Date palms flourish in parts of Lower California.

Fibres :—The more sandy and barren districts of the south produce large crops of cordage fibres, and about one-half the world's supply of material for harvester twine comes from Mexico.

Henequen, or sisal, has long been the principal source of wealth in the Southern States of Yucatan and Campeche, and has been introduced in the region tributary to Victoria, in the State of Tamaulipas. The State of Yucatan now produces some 100,000 metric tons of fibre a year, and 20 large sisal manufacturing plants consume about 30,000 tons. Exports of long fibre: 1950—79,000 m. tons; bagasse: 2,456 m. tons; cordage: 19,231 m. tons; binder twine—3,460 m. tons.

Ixtle hemp is grown to advantage upon the wastes of the northern coast. The annual production is about 15,000 m. tons of the

lechuguilla type, with 15,000 m. tons of ixle de palma. Ixtle exports in various forms : 1950—13,822 m. tons.

Zapupe and pita, plants which mature earlier than sisal, are worked especially at Tuxpan (Vera Cruz).

Zacaton, a root used in Europe for making coarse brushes, grows wild upon the high lands and is exported. (3,772 m. tons in 1950).

There is a large production of **vegetable seeds** : cotton seed (345,524 m. tons); sesame (100,000); peanuts without shells (45,000); flaxseed (40,000); rapeseed (6,000); copra (50,000); coyol, corozo, and coquito; and castor oil beans (4,000). Export of seed, 1950 : flaxseed, 22,413 m. tons. There are small exports of peanuts and castor beans. Production of edible vegetable oils was estimated at 118,200 m. tons in 1949. Small quantities are exported.

Other products are cacao (6,657 m. tons); pepper and spices; garlic (11,000 m. tons); vanilla (175,000 lb.) of exceptionally high quality; sarsaparilla; guayale rubber (12,000 m. tons); indigo, candelilla wax, mesquite, copal gums, and oakbark. Pimento is exported, (237 m. tons in 1950).

The best **woods** are found along the coast and in the Southern States. The supply includes dye-woods, oak, pine, cedar, ebony, mahogany, sandal wood, rosewood and spruce. Pine and mahogany are exported. Opportunities remain for a much larger exploitation of Mexican timber.

Chicle gum is obtained chiefly from Campeche, Chiapa, and Quintana Roo, the eastern part of the Yucatan peninsula, and exported or used locally to make chewing gum. The 1950-51 harvest was about 3,800 m. tons, of which about 200 m. tons are used by Mexican manufacturers. Export : 1949—1,451 m. tons; 1950—2,654 m. tons.

Wild honey and beeswax are collected by villagers, and bee-keeping is practised in many parts of the country. Export, honey, 1949—3,367 m. tons; 1950—5,043 m. tons.

Livestock :—In 1930 there were 1,800,000 horses, 20,100,000 poultry, and 1,600,000 turkeys in Mexico. There was an estimated 18,000,000 cattle in 1949, with 5,392,253 hogs, 4,829,085 sheep, and 7,016,430 goats in 1945. About 1,700,000 cattle are slaughtered annually, and some exported on hoof to the U.S. The production of hides and skins in 1950 was : Cattle hides, 2,691,170; calfskins, 260,000; sheep and lamb skins, 1,070,000; goat and kid skins, 2,313,920. Cattle hides and goat and kid skins are exported.

Luxuriant grasses grow in the range territory, which includes the States of Sonora, Chihuahua, Durango, Zacatecas, Coahuila, San Luis Potosí, Nuevo Leon, Aguascalientes, and part of Tamaulipas. These lands combine to make one of the greatest grazing areas in the entire world. At the present time thousands of these acres, high in grass, bear no livestock.

Along the coastal areas in southern Mexico there grows an abundance of native grasses, all nutritious and fattening pasture.

There is some intensive dairy farming in the Valley of Mexico, around the City of Mexico. Goats' milk is largely used by the poorer classes. Pigs are raised near the towns.

Some success has been attained in poultry farming in favoured

districts, although the business has been little organised.

Fishing :—The fishing industry is rapidly growing in importance. The export of fish, valued at 311,943,629 pesos, took fourth place in exports by value in 1950.

Land Tenure :—Under the Constitution of 1917 the ownership of lands and waters, mineral resources, petroleum, salt, and so forth is inalienably vested in the nation. Large scale dispersals of big estates have taken place.

The Alien Land Law, promulgated 29th March, 1926, requires foreign subjects holding land in Mexico to consider themselves Mexican citizens and to renounce the protection of foreign Governments in respect of the property. Foreigners are forbidden to acquire land within a certain distance of the coast or frontiers.

Irrigation : Of Mexico's land surface only 12 per cent. (58,000,000 acres) is suitable for agriculture. Of these, only 4,900,000 acres have a dependable supply of water. At best, only another 17,000,000 acres of the tillable area can count on enough water to make irrigation practicable. The rest can be planted only sporadically, at great risk, when there are hopes of enough rain. It is estimated that 2,500,000 acres are under irrigation. Mexico could feed herself if she had 17,500,000 acres under irrigation.

MINERAL RESOURCES.

The most important mineral region is enclosed in a rough parallelogram extending from north-west in Sonora to south-east in Oaxaca, following the direction of the Sierra Madre Cordillera, about 1,600 miles long and 250 broad. The principal mining States are Chihuahua, Guanajuato, Oaxaca, Sonora, Durango, Jalisco, Michoacán, Zacatécas, Hidalgo, Querétaro, and Mexico, but there are also mineral potentialities in Vera Cruz, Lower California, and other States. Mining has developed chiefly in the hands of large foreign undertakings, able, by reason of the scale of operations, to work economically and to furnish large capital. In November, 1932, a Presidential decree was issued nationalising the deposits of gold, copper, antimony, mercury, aluminium, phosphates, nitrates, coal, platinum, iron, and bismuth. Minerals account for some 34 per cent. of total exports. Of the mineral exports lead is the most important, followed by silver, crude petroleum, silver and copper.

Silver, obtained in most of the States, is produced principally in Hidalgo, where the Pachuca and Real del Monte deposits are the chief source. The national output of silver, 49,440,000 oz. troy in 1950, is computed to be 40 per cent. of the world's total production.

Gold is worked and Mexico is the fourth largest producer in the world. The output was : 1948—367,560 oz. troy ; 1949—405,564 oz. troy ; 1950—408,144 oz. troy.

Lead working has increased steadily and Mexico is second only to the United States as a source for that metal. Most of the lead is produced in the States of Chihuahua and Nuevo León, and almost all of it is refined in Mexico. The processes have been improved and the method followed is largely that of flotation. Production, 1950—238,080 m. tons. Export in bars, 1949—188,812 m. tons ; 1950—261,280 m. tons, value 524,124,212 pesos. Nearly all of it

is exported to the U.S.

Copper export was 47,020 m. tons in bars, 17,498 m. tons in concentrates in 1950. Total value : 63,506,430 pesos. Production, 1950—61,704 m. tons. Copper is found mostly in the northern States of Sonora and Coahuila.

Production of other minerals is given in kilos :—

	1949	1950
Antimony	5,752,835	5,878,331
Arsenic	3,570,898	8,986,646
Amorphous Graphite ..	23,823,220	24,626,467
Cadmium	820,469	688,716
Tin	363,706	446,569
Mercury	181,170	129,504
Bismuth	309,344	263,240
Tungsten	39,319	40,461
Manganese	23,771,833	14,460,464
Iron	246,573,452	285,737,594

Zinc was exported in 1950 to the extent of 48,460 m. tons in bars, and 226,655 m. tons in concentrates. About 20 per cent. is refined locally. The U.S. takes almost the whole production, 223,520 m. tons in 1950.

Vanadium ore is produced at the Aquiles Serdan mine, in the Chihuahua district.

Oil :—The supply is over 3 per cent. of the world's total and Mexico ranks seventh among the oil countries of the world. During 1938 the Government took over the properties of oil producers in Mexico, and all oil is now controlled by Petroleos Mexicanos (PEMEX).

Geological evidence suggests 150 million acres as the probable extent of the oil-bearing area and about 15,000 acres are at present worked. The developed area skirts the Gulf of Mexico to a depth of about 100 miles inland. Pipe lines (1,028 miles) and barges take the oil to the coast and to the refineries. Mexico consumes 72.5 per cent. of the oil it produces.

Mexico produces two qualities of petrol, one rich in asphalt, the other in paraffin. The first is extracted in Panuco district, and the second in the Tuxpan and Tehuantepec regions. Half the annual production comes from Tuxpan. A new field has been discovered in the State of Tabasco and two more in the Isthmus of Tehuantepec.

A 250-kilometre pipe line across the Isthmus of Tehuantepec now links the Atlantic port of Minatitlan to the Pacific port of Salina Cruz.

The output of oil, 16½ million barrels in 1912, rose to 194½ million in 1921. Recently the output has been :—

1940	44,036,000 barrels.	1946	49,235,421 barrels.
1941	41,160,000 "	1949	63,097 "
1942	32,955,000 "	1950	73,800,000 "
Crude oil refined : 1949—50,805,000 barrels ; 1950—51,986,000 barrels.			

Mexican consumption of crude oil is 47,277,000 barrels. The rest is exported (23,564,075 barrels crude, valued at 163,707,700 pesos, in 1950).

The most important **coal deposits** are at Sabinas in Coahuila. The coal is sold to the railways and the smelting works. Coal is also worked from seams between Piedras Negras and Saltillo, and in Sonora. Production ranges between 700,000 and 900,000 metric tons.

INDUSTRIAL DEVELOPMENT.

The configuration of the country is naturally favourable to the raising of **hydro-electric** power. Considerable installations exist at Necaxa (Puebla) and Tuxpango (Veracruz), Boquilla (Chihuahua), Chapala (Jalisco), and Lerma River (Michoacan). Important extensions of plant have been made by the concern furnishing Mexico City with light and power. There are some 1,201 electric power plants, owned by 938 companies. Total installed capacity is 1,096,922 kilowatts; hydro-electric accounts for 517,862 and steam for 458,714. The four main electric power companies which supply most of the energy consumed in Mexico reported a production of 3,248,148 k.w.hs. in 1950.

The chief **manufacturing industries** are those of the food and drink group, inclusive of breweries and sugar mills, textiles, chemicals and paints, metals, cigarette and cigar. There are 200 cotton mills, with 1,060,000 spindles, producing 70,000 m. tons of fabrics and 6,437 m. tons of thread. There are 11 cotton and wool, and 79 woollen mills, with an output of 4,457 m. tons. About 25,874 spindles handle rayon. Numerous knitting machines produce stockings and hosiery. The chief centre of the textile industry is Puebla.

One mill produces some 4,000 m. tons of acetate yarn, and two factories turn out 550 m. tons of viscose yarn. There is one rayon staple plant producing about 600 m. tons. Textile products and textile manufactures account for some 12 per cent. of exports by value.

Vera Cruz is the centre of the cigar industry. Earthenware is produced in Guadalajara and glass at Puebla and Monterrey. There are 11 paper mills, and 18 domestic cement plants, which produced 1,400,000 m. tons in 1949. Steel was stepped up to a production of 175,000 m. tons of pig iron and 200,000 m. tons of flat-rolled products in 1949. A plastics industry is increasing rapidly.

The national production of the following lines is sufficient to meet home requirements :—Footwear, clothing, tyres, canned fruits, perfumery, matches, cement (833,444 m. tons), beer, soap, paper, biscuits, cigarettes, glassware and pottery, paints, varnishes and lacquers.

According to an industrial census taken during 1945, the number of factories in Mexico totalled 28,513, as compared with 13,510 in 1940; factory employees totalled 512,400 as compared with 390,000 in 1940; the factory pay roll amounted to 1,002,223,000 pesos, as against 568,372,000 in 1940.

The Federal District, embracing Mexico City and outlying suburban area, is the most important commercial centre. Over 60,000 persons are employed in 3,478 industrial establishments.

Social Insurance :—Mexico has a social-insurance system providing for insurance for employed persons against industrial accidents and diseases, sickness, maternity, disability, old age, and death. The system at present applies mainly to urban workers, although the law contemplates gradual extension to cover rural workers as well. Operations are reported to be limited to the Federal

District and the cities of Puebla, Monterrey, Guadalajara, Orizaba, and Tlaxcala. It is planned eventually to extend operations over the entire country, and the President is authorized by law to put the programme into operation in any part of Mexico. Benefits are financed by contributions paid by employers, workers, and the Federal Government, except for workmen's compensation insurance, which is paid for entirely by the employer. Many collective labour contracts in force, however, call for payment by the employer of the workers' contributions to social insurance as well as his own. Administration of the system is handled by regional offices of the Mexican Social Insurance Institute, under the general supervision of the Ministry of Economy.

IMPORTS AND EXPORTS.

	1948. Pesos.		1949. Pesos.		1950. Pesos.
Imports ..	2,951,495,000	..	3,527,000,000	..	4,403,368,000
Exports ..	2,671,271,000	..	3,623,000,000	...	4,337,795,000

About 63 per cent. of the total import and 57 per cent. of the total export moves through Tampico, Vera Cruz and Nuevo Laredo. The U.S.A. supply 85 per cent. of the imports, and take 79 per cent. of her exports.

Public Debt :—The complicated question of debt is in the hands of the International Committee of Bankers. Mexico computes the external debt at 220,600,000 pesos. Internal and floating debt was 1,371,000,000 pesos in 1949.

Foreign Capital :—The investment of British capital in Mexico was computed by the *South American Journal* as £140,048,494 in 1949. £29,166,500 are in Government bonds, £73,151,940 in railways, and £37,730,054 miscellaneous. The average interest paid was 0.9 per cent. No interest was paid on £99,962,492.

CURRENCY, WEIGHTS AND MEASURES.

Due to a sudden rise of silver, all silver coins were withdrawn from circulation on July 25th, 1935, and coins of less intrinsic value were issued. There are silver coins of 1 and 5 pesos and .50 centavos; bronze coins of 0.20, 0.10, .05 and .01 centavos, and nickel coins of 25 centavos. Notes in circulation are for 1, 5, 10, 20, 50, 100, 500, and 1,000 pesos. The peso is stabilised at the rate of 8.65 to the U.S. dollar, and 24.22 to the £.

The **metric** system is official and compulsory. Old Spanish measures are used, especially among the lower classes and Indians.

PUBLIC HOLIDAYS.

Whole Holidays :—

January 1st.	September 16th. Independence Day.
February 5th. Constitution Day.	October 12th. Colombus Day.
Good Friday, the day before and the day after.	All Saints.
May 1st. Labour Day.	All Souls.
May 5th. National Day.	November 20th. Revolution Day.
Corpus Christi.	December 12th. Guadalupe Day.
June 30th (banks only).	Christmas Day.
	December 31st (banks only).

Press :—All the more important newspapers are published in Mexico City. The chief daily is "El Universal," with a very large circulation. Next comes "Excelsior," representing more conservative views. Other papers are "La Prensa," "El Gráfico," "Ultimas Noticias," "Novedades," "La Reaccion," "Diario Oficial," the official gazette, and "The News," (in English).

POSTS AND TELEGRAPHS.

The **postage** rates on letters not exceeding 20 grammes in weight are : for urban or suburban service, 10 centavos ; to other points in Mexico, United States, Canada, Spain, Central and S. America, 15 centavos. To other countries, 30 centavos for the first 20 grammes and 12 centavos for each additional 20 grammes ; maximum weight, 2 kilogrammes. Air mail rates on letters : U.S. 25 centavos ; Britain, 80 centavos ; Letter mails from England to Mexico and other principal destinations take 10 to 15 days, 4d. for first ounce, 2½d. per ounce after. Air mail from U.K., see page 28.

Telegrafos Nacionales maintains the national and international telegraph system. It is separate from the Post Office and telegrams have to be handed in at its offices. There is a special office at Calle Dolores 3 in Mexico City to deal with international traffic. **Broadcasting** is done under Government control from 4 stations. There are 60 more which get their income from commercial propaganda. **Television** has been started from two stations in Mexico City and one in Matamoros.

Outward **mails** are despatched *via* the United States, and the service is the same as to the United States. Homeward mails are due about three times a week.

Telephone facilities :—There is telephone communication from Mexico to the United States, Canada, and Europe. The minimum charge for a 3-minute call from Britain is £3 15s.

Information for Intending Visitors.

The following statement is issued by the Mexican Consul-General in London :—

(1).—**Business Trips.** Visas to enter Mexico on business are granted only with the approval of the Mexican Immigration Dept., in Mexico City. Regardless of nationality, interested parties must submit to this Consulate an application, in duplicate, giving full personal particulars : (a) full name ; (b) nationality by birth ; (c) nationality at present ; (d) purpose of visit to Mexico ; (e) length of proposed stay ; (f) financial resources transferable, etc. ; (g) letter from a Bank guaranteeing financial resources for the trip ; (h) letter from firm represented guaranteeing support of the trip and explaining its purpose. Upon the above described documents this Consulate issues a certificate and sends it to Mexico City. In due course the decision as to the issue of the required permit is notified to the Consulate, who in turn informs the applicant whether the permit has been granted or not.

Firms who have representatives in Mexico City may apply through them to the "Secretaria De Gobernacion, Departamento De Poblacion, Mexico, D.F.," in order to expedite the permit, which in this case may be arranged by cable or air mail.

(2).—**Immigration Purposes.** Workers, investors, persons with private incomes : These applications should be submitted, in duplicate, direct to the "Secretaria De Gobernacion, Departamento De Poblacion, Mexico, D.F. (Mexico City)," or through representatives residing in the country. Full particulars should be shown, as in the case of Business Trips described above. When

permits are granted, this Consulate-General is notified either by air mail or cable. Interested parties are requested to enquire by mail or telephone when receiving word from the representative in Mexico interceding on their behalf, or when receiving a letter from the Mexican Immigration Authorities advising them that the permit is granted.

Requirements.—(a) Personal attendance with a British passport endorsed for Mexico by the British Authorities (if of other nationality endorsement should be made by the corresponding Consulate in London); (b) six full face photographs and four side face; (c) banker's letter of reference guaranteeing financial resources for the trip; (d) reference letter from firm represented or from someone to whom the applicant has been known for a number of years.

Fees.—As Consular fees are different for each nationality, the information on charges is given when permits are issued. All who enter Mexico now pay a tax according to the category into which they fall. Tourists and visitors in transit pay 26 pesos.

Note.—Nationals of countries occupied by the enemy in the late war are requested to present documents granted by the Authorities in the place of residence during that period, giving an account of their activities during the conflict.

TRAVEL IN MEXICO.

The largest single item of Mexico's dollar income in 1950 was the 1,500 million pesos spent by tourists.

There are about 17,940 miles of roads, but only those 10,150 miles which are tarred and gravelled are possible all the year round.

The inter-American Highway is open from Nuevo Laredo to El Ocatil, on the Guatemalan border. The northern section to Mexico City is called the Central Highway; the southern section is known as the Christopher Columbus Highway.

Mexico is described with justice as the Egypt of the Americas in allusion to the remains of the ancient civilizations which invest Mexican travel with a peculiar charm. Due to the wide range of altitudes and to the general configuration of the country a remarkable variety of climate and scenery is to be enjoyed. Shooting and fishing are to be had in abundance.

"A visitor, interested in the people, may go to Chihuahua to see fleet Tarahumaras outstrip a galloping horse or run down birds. He may watch the Tarascan potters in Michoacán, some of whom are so devout that they will only ply their hereditary trade on the feast days of St. Ursula and St. Martin, or their Campechano competitors on the other side of the Gulf of Mexico, who make the *Canteros* in which water is cooled without the aid of the potter's wheel by twiddling the base of the pot with their toes while they almost plait the body of it with strands of clay. Or he may go to watch the folk of Guerrero, who have revived their ancient art of lacquering wooden bowls and never make two alike. Or to Oaxaca to see Zapotec Indians weave fantastic toys of grass, or watch the stately *sandunga* danced by barefooted girls splendid in the becoming *vida niro* coif, short, brightly coloured skirts and ribbons and long lace petticoats, while the men, all in white with gay handkerchiefs, dance opposite them with hands behind their backs."

The journey to Mexico City over the Mexican (standard gauge) Railway from the port of Vera Cruz leads through some of the most picturesque of the mountain scenery.

The railway advances towards the stately Orizaba across a narrow belt of tropical woodland, and then climbs 6,400 ft. in 64 miles through imposing and attractive scenery rising through a variety of climates with the vegetation characteristic of each to the central plateau. Then, having reached the highest point on the line at

Acocotla, 8,320 ft., the train descends into the Valley of Mexico, there to reach the picturesque capital city just 12 hours after leaving Vera Cruz. Although it entails an early start at 6.40 a.m., the traveller should not fail to make the journey by day, as the ascent to the capital is impressive and unusual. In the same way the tourist, having reached Mexico City, should defer to its altitude, 7,400 ft., and avoid taking strenuous exercises or eating much in the evening until he has accustomed himself in some degree to the effects of the *altura*.

Greatly improved connections have been made with the railway systems of the United States, and still further accelerations have recently been made reducing the journey time from New York and other North American Cities to Mexico City by 12 hours. The following journeys can be made comfortably in through air conditioned Pullman sleeping cars :—

To Mexico City from St. Louis *via* Missouri Pacific Lines ; San Antonio, Texas, *via* the I.G.N., etc.

To Mexico City from Los Angeles *via* El Paso and National Railways of Mexico.

To Mexico City from Los Angeles per Southern Pacific Lines *via* Nogales, Mazatlan, Guadalajara ; thence *via* National Railways of Mexico through Irapuato, Queretaro to Mexico City.

A through connection operates daily, with Pullman sleeping car twice weekly, from Mexico City to the Guatemalan frontier at Suchiate *via* Vera Cruz, Santa Lucrecia on the Tehuantepec Railway, and Tapachula. The river is bridged at Suchiate and connection made with the Guatemala Railways. To Mexico City from Houston Texas *via* Laredo and Monterrey.

From the various U.S. gateways side trip tickets are in operation at specially reduced rates, permitting a visit to Mexico City, and return by another one of the gateways.

Special reduced Summer Season and Short Limit Excursion Fares are in force from principal cities of Canada, U.S.A., and Mexico City, showing very large savings over the ordinary fares.

First-class fares are approximately five centavos per kilometre (it is, of course, out of the question to travel other than first-class) and Pullman berths one and a half centavos per kilometre. The usual luggage allowance is fifty kilogrammes per first-class ticket and excess baggage is charged at approximately two and a half centavos per 100 kilogrammes per kilometre. Registration of baggage is undertaken by the principal hotels or the various forwarding agencies. Pullman cars owned by the Pullman Car Company and serving all meals are operated on most of the important trains. Stops are also made at various points where there are station restaurants.

Guidance for Travellers.—Only the best hotels should be used. Hotel prices are now controlled and are very reasonable. About \$25 a day is normal for Mexico City.

Tap water should not be drunk ; bottled water is reliable. Raw salads and vegetables may be dangerous. Vaccination against typhoid and para-typhoid is strongly recommended.

The beer is excellent. Wine is expensive and not a popular drink. A light breakfast, a heavy lunch about 1.30, and supper are the usual meals. English is spoken at the good hotels. Tipping is at the usual rate of 10 per cent. It is not necessary to tip the drivers of hired cars. Porters usually have a fixed tariff.

At Vera Cruz, Tampico, or Manzanillo very light clothing is desirable, but elsewhere ordinary warm clothing with a light overcoat for the evening is advised. An umbrella and raincoat are useful for the summer, or rainy season.

Almost any season is suitable for a visit, although the dry season is more convenient. From January to May is recommended for purely business visits.

Cost of Living :—Mexico is a comparatively cheap country to live in, and there is no housing problem. The cost of living index (1939 = 100) was 412.6 in September, 1951.

Mexico is represented in London by an Embassy (at 48 Belgrave Square, S.W.1.), and a Consul-General (at 48 Montrose Place, S.W.1.). There is a Consul at Cardiff (106 Bute Street), and at Hull (184 Victoria Avenue). The Ambassador is Sr. Frederico Jiménez O'Farriil.

Great Britain is represented by an Embassy and Consulate at Mexico City, a Consul at Tampico, and Vice-Consuls at Chihuahua, Coatzacoalcos (Puerto Mexico), Durango, Guadalajara, Guaymas, Mazatlan, Merida, Progreso, Monterrey, Pachuca, Puebla, Tapachula, Torreon, and Vera Cruz.

The United States are represented by an Embassy and Consulate at Mexico, Consuls at Agua Prieta, Chihuahua, Ciudad Juarez, Durango, Ensenada, Guadalajara, Matamoros, Mazatlán, Mexicali, Monterrey, Nogales, Nuevo Laredo, Piedras Negras, Saltillo, San Luis Potosí, Torreon, Vera Cruz, Coatzacoalcos ; and a Vice-Consul at Guaymas.

NICARAGUA

Routes :—There are good steamship services from the United Kingdom to Cristobal (14 to 16 days), including that of the P.S.N.C. and the Royal Mail Lines. The port of Corinto is the principal entry in Nicaragua on the Pacific Coast. It is served by Grace Line vessels from Cristobal, also from San Francisco and Los Angeles.

On the East Coast the Standard Fruit and Steamship Company maintains a weekly steamship service from New Orleans to Puerto Cabezas (Nicaragua), and La Ceiba (Honduras). The United Fruit Company has a steamship service between Bluefields and New Orleans to keep their depots supplied.

Air Services :—Managua is on the north-south international routes of Pan-American Airways and of TACA. The latter has services to all the Capitals of Central America.

"LA NICA," a subsidiary of P.A.A., flies from Managua to Bluefields, Puerto Cabezas, Bonanza and Siuna daily.

One other small company—FANSA,—operates in Nicaragua.

Once a week K.L.M. flies the route Curacao-Aruba-Maracaibo-Barranquillar-Panamá-San José-Managua-San Salvador.

Bluefields, 1,200 nautical miles south of New Orleans, takes its name from the Dutch pirate Blewfeldt. It stands behind the Bluff, near the mouth of the Bluefields River. It is the chief port on the Atlantic side, and the centre of the coasting traffic upon that coast. Managua is reached by river boat to Rama, thence by road, 198 miles. The population is 7,463. Bananas and cabinet woods are the principal exports. There are regular services of small steamers to Tampa (Florida).

Hotel :—St. James.

Cables :—Tropical Radio, Calle de Comercio.

Corinto, the principal Pacific port and terminal of the Pacific Railroad, is the gateway to Managua (87 miles) and the most fertile and healthy part of the country. About 60 per cent. of the foreign commerce passes through Corinto, notably coffee, sugar, hides and wood as exports. Population, 5,066. The town itself is on a sandy island connected to the mainland by a bridge.

Hotel :—Grace Line Hostel.

Corinto Steamers :—To San Francisco and Puget Sound by Grace Line with monthly service.

Rail :—To Granada, by Pacific Railways of Nicaragua, twice daily (first class single, U.S.\$3.63) ; to León, twice daily (first class single, U.S.\$1.08) ; to Managua, twice daily, U.S.\$2.65. Meals not served.

Managua, the capital, with an urban population of approximately 109,352, stands on the southern shore of Lake Managua, 87 miles from Corinto and 52 from León. The principal products are coffee, cattle and dye woods. On 31st March, 1931, the city was almost totally destroyed by earthquake, but has since been largely rebuilt. It is the largest distributing centre in the country and the

headquarters of the leading wholesale importers.

A fine drive, skirting the shores of Lake Managua, gives views of rare beauty. Across the water is the marine cone of the extinct volcano, Momotombo, flanked by the heights of Mount Masaya. Momotombito, another extinct volcano, rises from the centre of the lake.

Buses, 25 centavos per passenger per trip in the city; taxi time rates: 1 and C\$2 a ride.

Hotels :—Lido Palace; Gran Hotel; Hotel Roosevelt.

Clubs :—Nejapa Country Club; Managua; Terraza; Victory; International.

Cables :—All America Cables & Radio, Inc., Avenida Central, Norte. Tropical Radio Telegraph Co., Avenida Central and 1 A Calle Sur. Radio Nacional.

Bank of London and South America; Caley, Dagnall & Co., J. R. E. Tefel & Co. Banco Nacional de Nicaragua.

Rail :—Pacific Railway (connecting Managua with Corinto, Chinandega, León, Granada, Masaya, Masatepe, San Marcos, Diriamba, Jinotepe). Extension lines from León to Rio Grande and from Rivas to San Juan del Sur.

Roads :—A motor-road, with beautiful scenery en route connects Managua with the "Sierras," an important coffee district, Granada, and several small towns. Another road runs north to Matagalpa. There are roads north to Sebaco (65 miles), south to Diriamba (29 miles, population, 10,000, *Majestic Hotel*), and a highway to Rama (near Bluefields) is open in the dry season. There is a bus service along the Pan-American Highway to San Salvador, and thence to Tapachula (Mexico).

Puerto Cabezas (Bragman's Bluff), on the Atlantic Coast, north of the Rio Grande, is the seat of an important American lumbering enterprise. There are facilities for shipping timber at the docks. The population is 3,571. Steamers of the Standard Fruit Company call weekly. There is no hotel, but visitors can put up at the Standard Fruit Company's guest house.

Chinandega is reached from Corinto (13 miles) or Managua (74 miles), 4 hours by the Pacific Railway. This is the banana growing area, and contains the San Antonio, the largest sugar mill in Central America. Road open to Choluteca (Honduras), and San Miguel (El Salvador). Railway to Puerto Morazan (*hotel*), on the Gulf of Fonseca, from which there are boat services across the gulf to La Unión (Salvador). Population, 13,146.

Hotel :—Chinandega.

Granada, on Lake Nicaragua, is the terminus of a railway from Corinto. Population, 21,743. It is 36 miles from Managua by rail and 118 from Corinto. It is the third city of the Republic. The chief products are sugar, coffee, cacao, alcohol, hides, cotton, indigo. Roads are open to San Juan del Sur, to Nandaime, and Tipitapa, and there are steamer services to the lake towns. Lake Nicaragua has more than a thousand islands, and two volcanoes, Ometepe and Madera. Granada was burnt by the Filibusters, but still has many beautiful buildings, and has faithfully preserved its Castilian traditions. It was founded in 1524. There is a road, 56 miles, to the capital.

Hotel :—Alhambra.

Rail :—To Managua, 1st Class single, C\$2.35 to C\$3.10, according to day.

Greytown (San Juan del Norte), a port at the mouth of the San Juan River, is on the Caribbean Sea. The port was closed to foreign trade many years ago. The only shipping at present are the small motor launches plying irregularly between Granada and Bluefields. Population, 307.

Jinoteга, with a population of 4,687 is 136 miles north-east from Managua and 14 miles from Matagalpa. There is an all-season bus service between Managua and Jinoteга.

León, the former capital, has a population of 31,008. It is one of the Republic's most important cities, standing in a rich agricultural and cattle raising district 35 miles from Corinto and 52 from Managua by rail ($2\frac{1}{2}$ hours). There is a fine cathedral. A motor road has been built to Poncloya (19 miles), a summer resort on the seashore. A railway has been built to Rio Grande (54 miles). The City was founded in 1524.

Hotel :—Metropolitana.

Masaya, with a population of 16,765, about 27 miles south-east from Managua, and served by rail from Corinto (106 miles), is a centre for a rich agricultural district growing tobacco, corn, rice, sugar, coffee, and vegetables. The Santiago volcano is near the town. The city is connected by rail and road with Managua, Granada, and several smaller towns.

Hotel :—Esfinje.

Matagalpa, 120 miles north-east of León in a mountainous, well-watered district, enjoys a bracing climate. Foreign planters have developed a large industry in coffee of the highest grade, and there are extensive forests and cattle ranges in the vicinity. The journey from Managua over 81 miles of excellent road takes four hours by motor-bus (twice daily). Mule transport is available from León ($2\frac{1}{2}$ days). Altitude, 2,000 ft. Population, 10,362.

Hotel :—Bermudez.

San Juan del Sur, a Pacific port 21 miles from Rivas, 58 miles from Granada. The wet season is from May to October, and the dry season from November to April. The principal products are wood, cacao, coffee, sugar and balsam. It is reached from Granada by Lake steamer to San Jorge, thence by the new railway to Rivas; or by an all-weather road direct from Managua to Rivas. The railway continues from Rivas to San Juan. There is an important cable office. Boats of the Grace Line and Independence Line call intermittently. Population, 1,019.

All America Cables & Radio, Inc.—Calle Trapitos.

PHYSICAL FEATURES.

Nicaragua, the largest of the Central American Republics, is bounded on the north by Honduras, on the east by the Caribbean Sea, on the south by Costa Rica, and on the west by the Pacific Ocean. Its superficial area is about 57,145 square miles. The longer coast line, 300 miles, fronts the Atlantic; the Pacific coast-line is 100 miles shorter. Because Nicaragua is traversed by two mountain ranges, it has a great diversity of climate and products. The plateau and the uplands are healthy and fertile, and the extensive coastal lowlands tropical. Several of the mountain peaks are extinct volcanoes. An active double volcano forms an island, Ometepe, in Lake Nicaragua.

There are two fine lakes. Lake Nicaragua, the larger, is about 92 miles long and 34 wide, and navigable throughout; Lake Managua, connected with it by the River Tipitapa, is 32 miles long and from 10 to 16 miles in width. The largest rivers are the San Juan (connecting Lake Nicaragua with the Atlantic), on which motor launch and steamship services ply between Greytown and Granada; and the Bluefields River, navigable for 65 miles or more from Bluefields to

the city of Rama, and also the Rio Grande. The Coco or Segovia River in its first 50 miles is known by an extraordinary number of names, first as the Somoro River, and then as the Cabrugal or Cadrullal, Coco or Cocos, Yoro or Yare, Portillo, Liso, Tabacac, Encuentro, Pantasma, Segovia, Gracias or Cape River, Hervias River, and at its mouth the Wanks or Yankes River.

The western half of Nicaragua contains nine-tenth of the **population**, chiefly of mixed Spanish and Indian blood, with some Nicaraguans of pure Spanish descent. The eastern half, containing the banana plantations, has a number of negroes from the West Indies, also natives of mixed negro and Indian blood. The total population at the census of 1950 was 1,053,189, about 63 per cent. of it illiterate. About 40 per cent. is urban and 60 per cent. rural. In 1949 the general mortality rate was 10.14 per 1,000, the infant mortality rate 123.32 per 1,000, and the birth rate 35.69 per 1,000.

Rain is very frequent during most of the year in the eastern part of the country. In the western half there are wet and dry seasons, from May to November, and December to April respectively. The prevailing winds are from the north-east, laden with moisture from the Atlantic.

ADMINISTRATION.

The republic is divided into 16 "departments" and 2 "Comarcas," each of which is under a Political head, who has supervision of finance, instruction and other matters.

The judicial power is vested in a Supreme Court of Justice at Managua, 5 Chambers of Second instance (León, Masaya, Granada, Matagalpa, and Bluefields), and 153 judges of inferior tribunals.

The National Defence is under the supervision of the National Guard, represented in each locality by the respective Military Commandant.

Roman Catholicism is the prevailing religion. There is an archbishop, with his seat at Managua, and bishoprics at Matagalpa, León, Granada, and Bluefields.

GOVERNMENT.

The constitution of November 6, 1950, provides for a Congress of two houses, consisting of 42 deputies, elected every six years by popular vote, and 16 senators elected for six years. The executive power is vested in a President, appointed for six years. Earlier Constitutions were promulgated in March 1905, March 1912, and March 1939.

PRESIDENT.

General Anastasio Somoza.

MINISTRY.

Government	..	Dr. Modesto Salmerón.
Foreign Affairs	..	Dr. Oscar Sevilla Sacasa.

There are eight other ministries.

NATURAL RESOURCES.

Apart from gold, Nicaraguan products are mainly agricultural, with coffee as the chief interest in the western and lumber in the eastern parts of the country. Next rank sesame seed, maize, rice, sugar, hides, silver and cotton. Other products include beans, cacao, coconuts, grain, wild rubber, dyewoods, tobacco and lard. Coffee and gold account for 73 per cent. of the exports.

Cattle raising for supply on foot to neighbouring republics, South American countries and Cuba, is a thriving industry on the plains of Chontales, north of Lake Nicaragua. In 1945 it was estimated that there were 803,000 cattle, and 15,124 sheep. In 1949, 19,620 head, value U.S.\$1,214,379, were exported. Eighty per cent. of the hides are used locally, and the rest exported (84,652 kilos in 1950).

Mining is hampered by defects of transport, which confine production of gold and silver to the richest and most favourably situated deposits. There are two important **Gold** mines in the Atlantic coast region and several in the Pacific coast region. Gold-bearing gravels are worked on the Coco River and its tributaries. It is shipped by air from Managua. Export of gold, 1949—6,806 kilos, value U.S.\$7,659,242; 1950—7,161 kilos, value U.S.\$8,080,286, or 23 per cent. of all exports.

Export of silver was 6,427 kilos, value U.S.\$151,556 in 1949, and 5,771 kilos, value U.S.\$138,751 in 1950.

Coffee :—About 75 per cent. of the crop is grown in the Sierra and Carazo region, south of Managua. Superior-quality coffee (about 20 per cent. of the total crop) is grown in the Matagalpa-Jinotega-Nueva Segovia region, lying north of Managua between the Honduran border and Lake Managua. Small amounts of coffee are grown on the hillsides and slopes in the Departments of Esteli, Chontales, Rivas, and Chinandega. The coffee is of the mild or Arabian type. Labour is somewhat scarce, and planters recruit helpers from the town for the picking season. Coffee in 1950 was 50 per cent. of total exports. The 1950-51 crop was about 300,000 bags (of 60 kilos). Exports, 1949-50—346,136 bags, the largest on record; 1950-51—262,578 bags. The 1950 coffee exports were valued at U.S.\$17,331,000. The U.S.A. take 94.5 per cent. of the exports.

Bananas were once as important economically for the Atlantic coast as coffee still is for the interior. In 1929, over 4,000,000 bunches were exported, but the sigatoka sickness had wiped out all exports by 1943. There was a slight recovery to 661,645 bunches in 1950. Now the Atlantic coast has been practically wiped out as a producing area, an attempt is being made to transfer the industry to the Pacific coast.

Sugar is grown principally in the western area. Chinandega is the main centre of the industry. Production was 502,183 quintals in 1950, a little over home consumption. Exports, 1949—4,582 m. tons; 1950—5,929 m. tons.

The Departments of Chinandega and León are very well suited to **cotton**. The crop was about 112,000 quintals of raw cotton in 1950-51. There are 2 cotton mills, which consume nearly all the cotton produced. Export of lint, 1949—379,181 kilos, value,

U.S.\$211,719 ; 1950—3,307 m. tons, value U.S.\$1,842,520.

Cacao is now increasingly planted on banana plantations suffering from "sigatoka" disease. It is first-rate in quality. Production is about 170,000 bags of 69 kilos. Export, 1950—82 m. tons.

About 1,000 acres yields 741,000 kilos of Chilcagre type **Tobacco**. Virginia type totalled 135,000 kilos in 1947-1948.

An attempt is now being made to cultivate **Sesame** on a commercial scale. The 1949-50 crop was 184,769 quintals. Export : 1950—7,466 m. tons, value U.S.\$1,514,611, or 17 per cent. of all export. The crop of castor beans is about 100,000 kilogrammes. 2,200,000 bushels of maize are grown. Export : 1950—7,526 m. tons. The rice crop is 130,000 quintals from 22,000 manzanas. Export : 1949—9,686 m. tons, value U.S.\$1,629,248 ; 1950—2,061 m. tons, value U.S.\$301,990.

Processed oil is now exported. There are small exports of balsam of Peru, and of ipecacuana (28,830 kilos in 1950).

Mahogany is by far the most considerable of the forest products. Small quantities of cedar and pine are available on the east coast and unexploited pine woods extend along the northern frontier. Export, 1949—22,179,867 cubic inches, value U.S.\$1,390,603 ; 1950—29,594,102 cubic inches, value U.S.\$1,742,159.

Export of Nispero rubber, 1950—88,151 kilos, value U.S.\$77,649.

INDUSTRY.

There are various concerns, mostly on a small scale, for the manufacture of boots, shoes, straw hats, leather goods, candles, soap, beer, liquors, matches, cigars, cigarettes, furniture, biscuits, sweets, etc. Apart from the 300 shoe establishments there were, in 1949, 301 establishments employing 7,571 persons. The greatest employment is in sugar refining. There are two cotton mills producing 4,774,650 yards of cotton fabrics, and one rayon weaving factory with an annual production of 176,992 yards of piece goods. The only cement plant produces 395,039 bags (of 94 lb. each). Some is exported.

In 1950, 25.5 million k.w.h. of electricity were produced by 32 plants for public utilities, and a semi-estimated amount of 46 million k.w.h. were supplied by 8 plants privately owned by industrial and mining companies for their own use.

FOREIGN TRADE.

The United States furnished 79 per cent. of the imports and took 70 per cent. of Nicaraguan exports in 1950. Great Britain took 11 per cent. of the exports.

				Imports.	Exports.
				U.S. dollars.	U.S. dollars.
1947	..	..	..	\$21,085,850	\$20,979,627
1948	..	..	..	\$24,133,703	\$26,682,607
1949	..	..	..	\$21,329,519	\$23,663,602
1950	..	..	..	\$24,701,663	\$34,642,353

Public Debt :—At December 31, 1950, the total public debt stood at U.S.\$3,40,3375 and £280,160. The estimated floating debt, etc., amounted to C.\$38,710,631.

Transport :—The chief railway is the National or Pacific Railroad with about 238 miles in the extreme west of the Republic, connecting Corinto, Chinandega, León, Managua, Masaya, and Granada, with a branch from Masaya to Diriamba and Jinotepe. A steamer working in conjunction with the railway plies from Granada, visiting the small towns upon Lake Nicaragua.

Railway :—The Ferrocarril del Pacifico de Nacaragua is the only railroad operating in Nicaragua ; it connects the cities of Managua, Granada, León, Chinandega, and Corinto. The line also has spurs running to Rio Grande and to Diriamba, and a separate short line running between San Jorge on the western shore of Lake Nicaragua and the Pacific coast port of San Juan del Sur. The length of track is 431 kilometres.

Railway travel cannot be compared for comfort or speed with conditions in the United Kingdom. The line is single-track, the gauge is 42 inches and the noise and dust are, at times, overpowering. Stoppages of fifteen to twenty minutes at the principal stations are arranged to allow passengers to buy food from itinerant vendors ; there is no late night travel and there are no restaurant cars. Fares are reasonable.

Roads :—These, for the most part, are mere tracks. Lack of an adequate network has effectively prevented the exploitation and settlement of large areas of valuable agricultural and forest land. The only important all-weather road is the Inter-American Highway, which runs for 386 kilometres from the Costa Rican frontier, through Managua, and north to the frontier with Honduras. A concrete highway, 32 kiloms. long, from Las Conchitas (26 kiloms. south of Managua on the above highway) is open to Masachapa, on the Pacific. A branch road of the Inter-American Highway is being built from San Benito on the Inter-American Highway to Rama, some 60 miles from Bluefields, on the Atlantic.

CURRENCY AND MEASURES.

The unit of the **currency** is the córdoba, divided into 100 centavos. Fractional coins are the 5, 10, 25, and 50 centavo pieces in cupronickel, and copper coins of one cent. There are notes for 500, 100, 50, 20, 10, 5, 2, and 1 córdobas. Currency and import restrictions are stringent. For purposes of imports, the rate of exchange is 7, 8, or 10 córdobas to the U.S. dollar, according to the nature of the commodity. The Bank's buying rate for U.S. dollars is C6.60 = U.S.\$1.00.

The metric system is official ; but in domestic trade local terms are in use ; for example, the medio, which equals a peck, and the fanega of 24 medios. These are not used in foreign trade. The principal local weight is the arroba = 25 lb. and the quintal of 101.417 English lb.

POSTS AND TELEGRAPHS.

Mails from the United Kingdom to Nicaragua are sent *via* Panamá, and take 3 to 5 weeks. There are delays in transmission between the western ports and the interior due to the poor communications. Postage 4d. for the first ounce ; 2½d. for each ounce after. **Air-**

mail from London, see page 28.

Telegraph and telephone lines are owned by the Government. All America Cables & Radio, Inc., have stations at Managua and San Juan del Sur, ordinary rate to U.K., U.S. 47 cents; code, U.S. 47 cents. A telegraphic letter of 22 words, U.S.\$5.17. No deferred rates to U.K. The Tropical Radio Telegraph Company has stations at Managua, and on East Coast at Bluefields for domestic and international radio-telephone service. There are wireless transmitting stations at Managua, Bluefields, and Cape Gracias, and private stations at Bragman's Bluff, El Gallo, and Rio Grande.

Telephone calls can be made between the United Kingdom and Nicaragua from 2 p.m. to 7 p.m. on weekdays and from 2 p.m. to 5 p.m. on Sundays. The minimum fee for a 3-minute call is £3 15s. on weekdays and £3 on Sundays.

PUBLIC HOLIDAYS.

January 1.
March or April: Holy Week.
April 14: Pan American Day.
May 1: Labour Day.
May 27: Army Day.
June 14: Flag Day.
June 30.
July 4: U.S.A. Independence.
July 11: Heroes of 1893.
July 14: Fall of the Bastille.
August 1 (from noon).

August 10.
August 14: Victory Day.
September 14: Battle of San Jacinto.
September 15: Independence Day.
October 12: Discovery of America.
November 1: All Saints' Day.
December 8: Immaculate Conception.
December 24 (from noon).
December 25: Christmas Day.
The last working day.

Press:—Managua: "La Nueva Prensa," "La Prensa," "La Noticia," "Novedadas," "Flecha," "Estrella de Nicaragua," "La Tribuna." Granada: "El Correo," "Diario Nicaraguense." León: "El Centroamericano," "El Eco Nacional." "La Gaceta" is the official gazette.

Hints for Travellers.

Visaed passports are necessary and a valid certificate of vaccination. Tipping is practised on a large scale. Wine is expensive. Hotels up and down the country leave much to be desired. Clothing should be of the lightest possible—linen or light-weight suiting. These are suitable all the year round, except at the higher altitudes. The temperature is tropical, seldom falling below 75 degrees F. at Managua, and reaching 100 degrees in March to May, the hottest months. The dry season runs from December to May and the wet season covers the remaining months. The wettest are usually June and October. The Lido Palace and the Gran at Managua, and The Majestic at Diriamba (45 minutes by car from Managua), are the only up-to-date hotels in the country. A table d'hôte dinner costs C\$8.00 without wine.

Visitors may have to pay a tourist tax equal to U.S.\$1.00 both on entering and leaving the country.

Climatically, the best time to visit the Pacific Slope—and this is where the business lies—is in December or January, at the beginning of the dry season. But commercially, June and July, when the rains have started, are the best months, for this gives time for orders to arrive after the coffee crop has been sold in December.

Cost of Living.

The cost of living is rising rapidly. It is estimated that living costs in Managua have risen more rapidly since the war than in the United States. House rents are reported five times the 1941 level. The index for the cost of food for a working class family (Jan. 1939 100), stood at 511.7 in Feb., 1951.

Guidance for Commercial Travellers.

Passports duly *visé* by the Nicaraguan Consulate and a certificate of vaccination issued during the last three years are obligatory. Commercial travellers are required to present documents from their firms accrediting them as such.

The separate municipalities have the right to impose taxes upon commercial travellers. They vary, and are C\$20 at Managua, C\$10 at León, and C\$6 at Granada.

Much detailed commercial information about Nicaragua is given in "Hints to Business Men visiting the Central American Republics," free on application to the Commercial Relations and Exports Dept., Board of Trade, Thames House North, Millbank, S.W.1.

A NICARAGUAN CALENDAR.

- 1522. Gil Gonzalez de Avil landed.
- 1524. Granada founded.
- 1687. British Protectorate of Mosquito Coast asserted.
- 1786. British evacuated Mosquito Coast.
- 1821. Nicaragua declares itself independent of Spain.
- 1826. First survey for a Nicaraguan Canal.
- 1838. Separate Republic proclaimed.
- 1848. British occupy Greytown.
- 1855. William Walker, "Fillbuster," arrives.
- 1860. Walker shot. Nicaragua assumes control of Mosquito Coast.
- 1863. War between Nicaragua, Salvador, and Costa Rica against Guatemala and Honduras.
- 1885. A defensive alliance made between Nicaragua, Salvador, and Costa Rica against Guatemala.
- 1886. Peace signed with Guatemala.
- 1889. Nicaragua Canal Bill passed.
- 1894. War with Honduras.
- 1895. British Vice-Consul at Bluefields, Hatch, and other British subjects expelled for alleged conspiracy. British squadron occupies Corinto until indemnity paid.
- 1897. War with Honduras. Zelaya declares himself Dictator. Joins the "Greater Republic" of Central America.
- 1898. Boundary dispute with Costa Rica settled by arbitration.
- 1900. Nicaragua Canal Bill passed by United States Senate.
- 1901. Hay-Pauncefote Canal Treaty signed.
- 1905. Constitution promulgated. Commercial treaty with Great Britain.
- 1907. War with Honduras and Salvador. Peace signed.
- 1909. Rising against Zelaya. President Madriz succeeds Zelaya.
- 1916. United States Treaty to acquire rights on the Nicaraguan Canal Route.
- 1927. Civil War. Stimson arrangement for a constabulary under U.S. officers.
- 1928. Engagements between U.S. Marines and General Sandino's insurgents.
- 1931. Managua destroyed by earthquake.
- 1932. U.S. Marines leave Nicaragua.
- 1941. Declares war on the Axis.

Nicaragua is represented in Britain by a Legation in London, but the Minister is absent.

The Consulate in London is at 15 Union Court, E.C.2. There is a Secretary-in-Charge for Liverpool and Manchester jointly.

Great Britain is represented in Nicaragua by a Legation and Consulate at Managua. The Minister is N. O. W. Steward, O.B.E.

The United States are represented by an Embassy and Consulate at Managua (with a Consular-Agent at Matagalpa), and a Vice-Consul at Puerto Cabezas.

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PANAMÁ

Routes :—From Panamá there are frequent direct steamship services with the principal European and North American ports, and with the West Coast of South America. There are also services to the Far East, New Zealand, Australia, and East Coast of South America. In addition air services connect the Isthmus with all the main points of South and Central America, the U.S.A., and Europe. Direct steamship services with the U.K. are provided by the Pacific Steam Navigation Co.; Royal Mail Lines, Ltd.; Holland America Line; Port Line, Ltd.; Furness (Pacific) Ltd.; the New Zealand Shipping Company and Shaw, Savill & Albion. New York and the East Coast U.S.A. are served by the Grace Line, United Fruit Company, and Panama Railroad Steamship Line; Gulf ports are served by Lykes Line, and United Fruit Company; the West Coast U.S.A. and Canada are served by a number of the European as well as American Lines. Freighters carrying a limited number of passengers operate in all trades.

Both from Cristóbal and Balboa there are regular services (cargo only) to the Pacific ports of Central America, notably to :—

Puntarenas (COSTA RICA)	La Libertad (SALVADOR)
San Juan del Sur (NICARAGUA)	Acajutla
Corinto	San José (GUATEMALA)
Amapala (HONDURÁS)	Champerico
La Unión (SALVADOR)	Mazatlan (MÉXICO)

There are regular sailings to the Caribbean ports of Colombia, Venezuela and the West Indies, also to Colombia (Pacific), Ecuador, Peru and Chile; and sailings at irregular intervals to the minor Peruvian and Chilean ports.

Air Services :—International airlines connecting Panamá with republics to north and south are : Pan American Airways, TACA, Braniff International Airways, and the Uraba-Medellin Central Airways (UMCA), which flies between Balboa and Medellín (Colombia). K.L.M. call at the national airport at Tocumen on their Curaçao-Aruba-Barranquilla-San José-Managua-San Salvador route.

Local services to most parts of Panamá are flown by the Cia. Panamena de Aviación (COPA). The Transportes Aereos Interiores, S.A. (TAISA) flies between Paitilla airport, Panamá City and the Comarca de San Blas.

Ocean steamers make the transit of the Canal in seven or eight hours and their decks are the best places from which to see the Canal works and surroundings. The Isthmus is crossed in an hour and-a-half by train or car.

One of the numerous meeting-places between the new American and the old Spanish cultures, it has the conveniences of the one with the picturesque interest of the other. A resting place for travellers to and from all parts of the world, it has hotels designed to increase the attractions of a tropical country. The climate, the tropical foliage, the splendour of the sunsets, and the profundity of the starry skies make up a large part of the attractions of Panamá for the visitor.

Cristóbal, in the Canal Zone, is twin city to Colón; its piers are the normal point at which steamer passengers arriving from the Atlantic break their journey, to join the on-carrying ship at either end of the Canal. Conveyances are always waiting at the Docks for the use of passengers who want to visit Colón and other points. P.S.N.C. vessels call on homeward and outward voyages.

Air Services :—From the Isthmus of Panamá, planes radiate daily to Central, South, and North America, with a minimum of 5 planes daily to U.S.A. (Miami, New Orleans, Brownsville, etc.). Daily flights to Cuba, Jamaica, and other Caribbean and West Indian destinations. Also to east and west coasts of South America (Colombia, Ecuador, Peru, Chile, etc.), and to Europe. See Air Section.

Cables :—All America Cables & Radio, Inc., Roosevelt Avenue. Tropical Radio, Roosevelt Avenue.

Banks :—Chase National Bank of the City of New York and the National City Bank of New York.

Colón, the capital of its province, a modern city, at the Atlantic entrance to the Canal, is the terminus of the railroad, and is 49.4 miles north-west of Panamá City. The town was originally called Aspinwall, after one of the founders of the Panamá Railroad. The present name commemorates Columbus. It stands on what was formerly Manzanillo Island, now connected with the mainland. Once a hotbed of yellow fever, the campaign against the mosquito has improved the town out of all recognition. The town is outside the Canal Zone, and is gay with night cabarets. Population, 90,144. The town's area has been increased a third by filling in some of the Folks River area.

The Boyd-Roosevelt (Trans-Isthmian) Highway connects Colón with Panamá City. It is 47 miles long.

Objects of local and other handcraft can be bought in the thoroughfare known as Front Street leading from Cristóbal. Points of interest near at hand are the Gatun Locks, where ships in transit pass from sea-level to Gatun Lake ; Mount Hope ; various military posts, including Fort Davis ; and the lawns and capital swimming pool in the grounds of the Hotel Washington.

Hotels :—Washington, \$3.50 to \$12.50, without meals ; lunch, \$0.85, dinner, \$1.40 ; Gran Hotel Imperial, \$2 to \$3.50, without meals ; lunch and dinner from 85 cents to \$1.25.

Rail :—Five trains daily to Panamá, leaving at 7.00 a.m., 9.40 a.m., 12.20 p.m., 4.30 p.m., and 10.00 p.m. First class fare, single, \$1.25 ; return, \$2.00. Luggage

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allowance, 150 lb. Second class fare, single, 75 cents; return, \$1.50. Luggage allowance, 75 lb.

Banks :—Chase National Bank of the City of New York; Banco de Colón.

Clubs :—Brazos Brook Golf and Country Club (18-hole); Strangers' Club; Rotary Club; Lions Club.

The Panamá Canal Tarpon Club (entrance \$15, annual subscription \$15) has accommodation for anglers at the Gatun Spillway at a charge of \$5 per day. Live bait is provided, tackle is loaned. The sleeping cots are not furnished with bedding. The kitchen has facilities for cooking foods bought from the club attendant. The hut is a few yards only from the Spillway, a torrent teeming with large fish.

Taxi Fares :—See under Panamá.

All America Cables and Radio, Inc. :—See Cristóbal.

Ancón, overlooking Panamá City, has wide roads, and picturesque views of a palm-fringed shore. Here, among trees and flowers, is the renowned American Gorgas hospital.

Hotel :—Tivoli (overlooks Pacific, \$3 to \$10); owned by United States Government; fishing, bathing, tennis, golf, shooting; European plan. Only U.S. Government employees can now stay at the Tivoli.

Balboa, the Pacific entrance to the Canal, and named after the pioneer who first crossed the Isthmus, is a short bus ride from Panamá City. It is in the Canal Zone. The Canal Administration has its offices upon Balboa heights, overlooking the Pacific, and a visit is commonly paid by tourists. There is a ferry across the Pacific entrance (and also a bridge), connecting Balboa and Panamá City on the east bank of the Canal with the Thatcher Highway on the west bank. This road joins the national highway system at Arraijan. The trip to Pearl Islands (46 miles) is made by launch, and there is a daily launch service to Taboga Island (return fare, \$3).

All America Cables and Radio, Inc. :—Gavilan Road, East Balboa.

Shipping :—P.S.N.C. have frequent sailings homeward and outward; Balboa is also a port of call for several other European, U.S., and Far Eastern Lines.

Air Sections :—See under Air Section.

Banks :—Chase National Bank of the City of New York; National City Bank of New York.

Panamá City, capital of the Republic, with a population of 127,274, is near the Pacific entrance of the Canal, 49.4 miles from Colón. The town was built in the 17th century near the site of an earlier city. The ruins of old Panamá are a few minutes' motor drive by road. The town was captured, sacked, and destroyed by Morgan, the buccaneer. The climate is good during the dry season, January to April, but for the rest of the year has a high average rainfall; mean temperature for both sides of the Isthmus is 80° Fahr. The main products are pineapples, bananas, rice, maize, and oranges. There are breweries, mineral water works, shoe and furniture factories, potteries, and a new cement plant.

Panamá City is a curious blend of old Spain, American progress and the bazaar atmosphere of the East. The palm-shaded beaches, the islands of the Bay, and the encircling hills constitute a large part of its charm. The cabarets and night life are an attraction to those so inclined.

The Cathedral, finished in 1776, has twin towers and the domes are encased in mother-of-pearl. It stands in the main plaza of the city; facing it are several public buildings, and the Episcopal Palace and old Government Palace. At the lower end of the Avenida Central, behind a group of Government buildings, stands the National Theatre—one of the finest of its kind. A noteworthy building is the Palacio Municipal or City Hall. At the foot of Ancón Hill

stands the Instituto Nacional and the University of Panamá. San José Church is notable for a golden altar which is said to have been preserved from the buccaneers by being painted in imitation of wood. Santo Domingo church is famous for its flat arch. The post office building (formerly the French Canal Company's administration building), and the churches of La Merced, Santa Ana, and Santo Domingo, were all built soon after the sacking of the city in 1671. There is a road to David (303 miles), and a 75 mile concrete road to Rio Hato. The Trans-Isthmian Highway is 47 miles long. There is a civilian airport at Tocumen, some 16 miles from Panamá City.

Excursions :—By motor to Ancón, Balboa, Yacht Club, Miraflores and Pedro Miguel Locks or to Old Panamá via Bella Vista ; to Madden Dam across the Trail, a 2 hour drive through picturesque jungle ; coastal boat to the San Blas Islands (2 days), or the Pearl Islands (46 miles) for fishing ; to El Valle in the mountains, (*Pan-American Hotel*). Motor-car or "jitney" fares in the city zone are 30 cents for one passenger and 50 cents for two. The Tourist Bureau in the Palacio Building is extremely helpful.

Bathing :—Bella Vista Beach, Taboga Island ; Santa Clara Casino ; La Venta (*Santa Clara Inn*) ; Gorgona, Farfan, and San Francisco Beach.

Clubs :—Union (admittance by members' introduction only), Atlas, Balboa ; Rotary ; Lions Club ; Miuras Club ; Cámara Internacional de Jóvenes, Panamá Chapter of the Junior Chamber International. Golf Club.

British Legation :—Exposition Grounds.

Banks :—The Chase National Bank of the City of New York ; National City Bank of New York ; Banco Nacional de Panamá ; Panamá Trust Co., Inc.

Cables :—All America Cables & Radio, Inc., Av. Central Tropical Radio, 59 Central Avenue.

Golf :—Panamá Golf Club ; Amador Golf Club ; Miraflores.

Fishing :—Mackerel, red snapper, and other fish in the bay.

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C O L O N

Hotels :—Colombia, \$4.00 to \$6.00; Colón, \$2.50 to \$3.50, including meals; Central, \$4.50-7, with meals; El Panamá (new) \$8.00 to \$11, with food; International Hotel (new), single, \$6 to \$8, double, \$8 to \$10, without meals; all rooms have shower or bath; Roosevelt (new); El Panamá Hotel (first-class). Single rooms from \$8.00 up.

Entertainment :—Panamá City has three "Beer Gardens" where one can obtain, in addition to every kind of imported and local beverage, very good meals at reasonable prices. There is open air dancing every night to Latin American and North American music. These beer gardens are very popular among the Panamanians and foreign residents. There are several cinemas and the National Theatre. This State-owned Teatro Nacional is visited by artists of international fame on their way through the canal, and there are regular concerts by the National Orchestra and Fire and Police bands. Horse races (pari-mutuel betting) are held each week-end at the Juan Franco track. A new race track is now being built.

Rail :—Five trains daily to Colón. First class fare, single, \$1.25; return, \$2.00; baggage allowance, 150 lb. Second class single, 75 cents; return \$1.50.

Taxi Fares :—Town divided into Zones; fare for 1st zone, 30 cents, plus 10 cents for each extra passenger or package; 10 cents for each subsequent zone. Time schedule for stoppage, \$3.00 per hour, minimum charge of \$1.50.

Taboga Island, Panamá Bay, one hour from Balboa by launch, is an extinct volcano rising from the waters of Panamá Bay. The architecture is interesting, and the island is a favoured summer resort. The climate is healthy, and the island pineapples and mangoes have a high reputation. The sea-bathing is good, and there is an interesting native village. There is a Tourist Camp.

Hotel :—El Balneario.

Points of Interest :—Church (the second oldest in the Western Hemisphere), Morro Island, Fishing Village, Taboguilla Island, Old Spanish Cemetery.

Aguadulce, a seaport on the Pacific in the province of Coclé, is 27 miles from Penonomé and 120 miles from Panamá City. It is reached by steamer, or by motor road. The port facilities have been improved. Population, 4,395.

Almirante, on the south-western side of the Almirante Bay, a headquarters of the United Fruit Co., has a 1,000 ft. dock, a modern hospital, and a number of auxiliary enterprises, including a cold storage plant. A road, 40 miles, is being built to Boquete.

Bocas del Toro, capital of the province, stands on Colón or Drago Island in the Bocas del Toro Archipelago. It is reached from Colón (160 miles) by local steamer, or by a weekly motor launch, and is readily accessible from Port Limón, Costa Rica (60 miles by sea). The United Fruit Company's banana plantations are now producing abaca. A million dollar fibre plant has been opened at Changuinola, on the railway above Almirante. Other products: Coffee, cacao, coconuts, tobacco, and hides. Population, 1,970.

Hotels :—Washington, Central.

David, capital of the province of Chiriqui, one of the largest and richest provinces, has 14,969 population. It lies on the David River, five miles from Pedregal, its port. It is 302 miles from Panamá, and is accessible from that and other Pacific ports by coastal steamer. The time of transit from Panamá varies according to the number of wayside calls, and at the best is 24 hours. A road runs to Santiago and Panamá City, and another to Boquete, in the Highlands. There is rail communication with San Andrés, Concepcion, Pedregal, Dolega, Potrerillos, Boquete and Puerto Armuelles. Products: Coffee, cacao, sugarcane, maize, rice, bananas, vegetables and cattle. Local industries are tanning, soap making, and distilleries. Exports include hide, deer skins, rice, cattle and fresh vegetables from the

Boquete region, and tortoiseshell. Road to El Volcan.

Hotels :—Nacional, Santiago, Lombardi, Castillo, Union, Pensión Brenes.

Clubs :—Club David ; Lions Club.

Pearl Islands, 80 miles south-east of Panamá City, a centre of the pearl fishery, are reached by launch, and much visited by sea-anglers. The Tourist Bureau at the Palacio Nacional organizes two or three-day excursions. Fish, including Spanish mackerel, red snapper, corbina, sailfish, and other species are plentiful. The native fishers live in bamboo huts.

Portobelo, is 20 miles north-east of Colón, by road or by sea. Columbus used the harbour in 1502, and it was a Spanish garrison town for more than two centuries. Drake died and was buried at sea off the Bay of Portobelo, where stood Nombro de Dios, then the head of the Gold Road. There are the ruins of a cathedral and of various forts, a waterfall, and mountain views. The local rainfall averages 160.8 inches per annum. To-day the population is only 520. There are extensive banana plantations in the district.

Puerto Armuelles, is the Pacific terminus of the Chiriqui National Railway, and the port through which all the bananas grown in the area are exported. It is near the Costa Rican frontier. A wharf has been constructed there and vessels can anchor in deep water close to the shore. Puerto Armuelles and Bocas del Toro are as yet the only ports in the Republic proper at which ocean vessels habitually call. Population, 5,808.

Santiago, capital of Veraguas province, is 157 miles from Panamá City. It can be reached from Panamá by steamer *via* Puerto Mutis or Aguadulce, thence by motor over an excellent road, or all the way from Panamá by road (the best way). This road goes through David as far as El Volcán. Population, 5,663. Its normal school is one of the most progressive in the country.

PHYSICAL FEATURES.

The Republic is bounded on the north by the Caribbean Sea, on the east by Colombia, on the south by the Pacific Ocean, and on the west by Costa Rica. It contains the Panamá Canal Zone, a strip of land 10 miles wide occupied by the United States.

The total area is 28,575 square miles, about one-fourth of which is inhabited. The length of coast-line is 477 miles on the Atlantic and 767 miles on the Pacific side, and the greatest width is 120 miles. The two mountain ranges traversing the whole country enclose a number of valleys and plains with excellent pasturage for cattle. There are extensive forests on the slopes of the mountains, and numerous banana plantations among the Atlantic and Pacific coasts. The coastal plains on both sides are intersected by many rivers.

The **climate** is tropical with a heavy rainfall especially on the Caribbean coast but there is less rain and a more agreeable climate on the Pacific slope. In the interior, at the higher altitudes, the temperature averages about 66° Fahr. On the coast the mean temperature is about 82° Fahr. January to April are the pleasantest months.

The dry season extends from middle December to mid May. The heaviest rains are at the beginning and end of the rainy season.

On the Atlantic coast the average annual rainfall is about 129 in. ; on the Pacific, 69 in. ; and in the interior, 93 in.

The **population** at the census of 1950 was 805,285. Over half are mestizos ; the remainder are made up of negroes, whites, Indians, and a sprinkling of other races. The birth-rate is 36.9 and the death-rate 11.1 per thousand. Within the Canal Zone in April, 1950, there were 52,300. Two-fifths of the population is concentrated at Panamá and Colón cities.

ADMINISTRATION.

The nine provinces, with their capitals, are Bocas del Toro (Bocas del Toro), Coclé (Penonomé), Colón (Colón), Chiriquí (David), Los Santos (Las Tablas), Herrera (Chitré), Panamá (Panamá), Darién (La Palma), and Veraguas (Santiago). The Pacific island of Coiba, 30 miles from the mainland off Pedregal, Chiriquí, is reserved as a penal colony.

Constitution :—Panamá asserted its independence of Colombia on November 3, 1903. The Constitution, amended in 1918, 1928, and 1946, provides for a Chamber of Deputies of 51 members (one for every 15,000 inhabitants), elected for four years. Two alternates for each deputy are elected at the same time. The President is elected by direct vote for four years and is not eligible for the two succeeding terms. There is universal suffrage for those over 21.

The **language** of the country is Spanish ; but English is understood by the majority of commercial men in Panamá and Colón.

PRESIDENT.

Sr. Alcibiades Arosemena.

MINISTRY.

Government and Justice	Dr. M. A. Ordoñez.
Foreign Relations	Ignació Molino.

There are six other ministries.

NATURAL RESOURCES.

The soil is fertile and the vegetation luxuriant, but a comparatively small part of the country has been brought under cultivation by forest-clearing. The cultivation of the land is still very primitive. Better class Panamanians have no great aptitude for the soil and prefer to gain their living in the towns. Sixty per cent. of gainfully occupied males work on agriculture. There are large areas, notably in Chiriquí and Darién provinces, suitable for cultivation. The Government encourages agriculture by distributing public land to settlers.

Bananas are produced mainly in the Pacific coastal areas, and are shipped most largely from Puerto Armuelles in Chiriquí Province. Bananas are also collected at Colón from estates near Lake Gatun, San Blas, and from Armila near the Colombian frontier. The Province of Darién also produces bananas.

Bananas account for about 50 per cent. of the total exports and are marketed almost solely in the United States. Exports : 1949—5,788,435 stems, value \$6,818,991 ; 1950—5,008,776 stems, value \$5,827,308.

Cacao, the second most valuable export product of Panamá, is grown on a large scale by the United Fruit Company on derelict banana lands in the Almirante district. Production there is on the increase. It is also grown at Chiriqui. The beans are not processed, but mainly dried and shipped. Exports : 1949—2,633 m. tons, value \$1,001.004 ; 1950—1,901 m. tons, value \$1,269,266.

Coconuts are produced chiefly on the Atlantic seaboard and on the coral islands and coasts of the Gulf of San Blas. The nuts from this district are excellent. The trees come into full bearing in about eight years. Export, 1949—3,512,000 units, value \$131,339 ; 1950—6,051,900 units, value \$277,531.

The production of **sugar** is steadily increasing. The chief plantations are in the Provinces of Coclé, Chiriqui, Herrera and Los Santos, and the principal concerns are the Ofelina and the Santa Rosa at Aguadulce. Cane grows rapidly even in the absence of high cultivation. No duty is paid upon machinery and there are six sugar mills. The distillation of industrial alcohol is on a considerable scale, for there is an import duty to protect native production. Production is about 25,478 m. tons of refined sugar and 9,642 m. tons of panela—enough for local needs and Canal Zone requirements.

A good grade of **coffee** grown in Chiriqui now supplies 75 per cent. of the local demand. Plantations on scientific lines are only found at present near Boquete, where conditions are excellent. Much is also hoped from the neighbouring Volcan regions, where 1,000,000 trees are now growing. A macadam road is being built through the district, to connect with the Chiriqui railway at Concepción, and in the dry season it is possible to reach the region by car from the capital, a distance of 317 miles. There are small plantations also at Veraguas. Production is 680 metric tons.

Rice grows in the coastal regions and upon the lower hills, and is the country's major crop. It was some 1,852,970 quintals in 1950, enough for local needs. The production of yucca and maize also meets local needs. Tobacco is grown, but not scientifically. Cotton has been grown on a small scale. The bean harvest is about 67,500 quintals ; the potato harvest is about 150,000 quintals (80 per cent. of local needs).

Exports of rubber have nearly come to an end. Copaiba, sarsaparilla and ipecacuanha are exported, and tobacco in moderate quantities, as well as balata, mother-of-pearl, and tortoiseshell.

Cattle-raising is one of the more important sources of wealth, and the savannahs of Coclé and Chiriqui, and the western province give good grazing. There were 573,135 cattle in 1950, most of them of small native breed, with a proportion of improved stock. The meat is consumed within the country, (30 per cent. has to be imported), but the hides are exported (49,740 pieces, value \$345,829 in 1950). About 75,140 head are slaughtered annually. Hogs are estimated at 196,440, and annual slaughter is 45,630. There is a new modern abattoir in Panamá City.

Minerals : Gold is found in small quantities in every river, and has been mined in Veraguas Province. (Export of gold in bars, 1950

—27,562 grammes). There is some mercury at Las Minas. Sulphur is also found but not exploited. There is an unspecified amount of lignite in Darien and Bocas del Toro, where oil has been found but no successful borings made.

Hardwoods :—Some of the hardwood is produced in Darien, where there are three sawmills. The largest has been producing and exporting mahogany for some time, while a smaller sawmill produces Tangaré lumber, used for construction and to make boxes for local industries. A new sawmill and plywood factory on the highway to Tocumen airport specialises in mahogany lumber and veneer.

On the Pacific coast of the Province of Veraguas there are extensive forests of valuable hardwoods, including mahogany of a very fine class, also a somewhat similar wood called Maria or Santa Maria, now being exported to the States. The mahogany is much superior to that found in other parts of the Republic. Other hardwoods, particularly those used for veneer, are now being exported, to supply the demand for tropical fancy hardwoods used for interior decorations.

Mahogany export, 1950—1,781,304 cubic ft.; other woods—3,421,074 cubic ft.

In the Province of Chiriqui also there are large stands of excellent hardwoods, amongst which are walnut and oak. Panamá has over 50 species of commercially valuable timber and many medicinal plants, but the forests have never been scientifically exploited. Other forest products include tagua nuts, copaiba, sarsaparilla, ipecacuanha, balata, rubber, and the toquilla palm, which yields hat straw.

Production of abacá fibre is 11,456,000 lb. In 1950, export was 3,565 m. tons, value \$1,495,273.

Flora and Fauna :—The vegetation is practically that of a tropical rain forest, and the species of flowering plants probably exceed 2,000.

Of mammals, the chief are opossums, sloths, ant-eaters, armadillos, peccaries, deer, tapir, olingos, rats, tayra, agoutis, pacas, squirrels, rabbits, racoon, coati, ocelot, jaguarondi, jaguars, bats, night monkeys, howling monkeys, white-throated capuchin monkeys, and the spider monkey. There is a biological station at Barro Colorado in connection with the National Research Council, Washington, D.C., U.S.A. The Panamá Canal has an experimental garden, open at certain times to visitors, at Summit, C.Z.

Alligators abound in the creeks of the coasts. Duck and other migratory birds are plentiful in season. The Pacific Coast teems with fish of many kinds. Sporting trips of several days' duration can be made in comfortable motor boats at moderate prices, and expert fishermen are available at moderate charges. The fishing industry caught 1,529,886 lb. of fish in 1950.

Panamá's Economy :—Panamá has a seemingly very large unfavourable balance of trade. The difference between imports and exports is made up of money that comes into the Republic through irregular channels, the most important of which are the expenditures made in the country by the employees of the Panamá Canal, Panamá

Railroad, United States Army, Navy, and Air Force personnel stationed on the Isthmus, frequent visits of the United States Navy, and a large number of transients, which includes tourists, commercial travellers, and cruise ships passing through the Canal.

The economic situation of the Canal Zone is highly artificial. The Zone is run by the United States Government; its employees live in houses provided by the Government; buy what they want at commissary stores operated by the Government (or the Panamá Railway Company, which is owned by the Government). They eat at Canal Zone Clubs and go to cinemas run by the Government. The armed forces are likewise privileged. The Canal employees, however, are well paid, and as prices in the Zone are low, they have surplus money which is either sent home or spent in the Republic.

Exports :—Bananas, abacá fibre and cacao account for 85 per cent. of the total exports. Of the imports, 69.2 per cent. by value are manufactured products, and 16.3 per cent. are food products.

The following table gives the latest trade statistics :—

				Exports.	Imports.
1950	..	..	..	\$10,140,912	\$67,055,745
1949	..	..	..	\$11,050,305	\$62,148,370
1948	..	..	..	\$10,577,262	\$63,775,726

The U.S.A. supplied 77 per cent. of the imports, and took 88 per cent. of the exports in 1949.

Public Debt :—External, 15,358,600 balboas; Internal, 16,298,873 balboas on June 30, 1950.

INDUSTRIAL DEVELOPMENT.

Brewing, distilling, the making of cooking oil, soap, candles, ceramics, shoes, perfumes and hats are on a minor scale. Three large and 2 small bottling plants make soft drinks and ice-cream. Coral and sponges are obtained off the coasts, and pearls from the Pearl Islands, about 50 miles from Balboa. Salt is obtained by evaporation of sea water at Aguadulce. Alcohol is distilled in the sugar provinces. The National Distillers Inc. supplies the major part of the whisky consumed in the Republic and also corn whisky, rum and distilled gin of good quality. There are three factories at Panamá City producing men's tropical clothing. Nearly all furniture is made locally of mahogany and other native hardwoods. The Nestle and Anglo-Swiss Milk Company supply part of the local market with canned milk from Natá, Coclé Province. Dairy farms within easy reach of Cólón and Panamá City have recently been established. Shoe manufacturers supply 70 per cent. of local demand. A cement factory supplies all the requirements of the Republic and has recently commenced exportation. The local Clay Products Company is now manufacturing bathroom fixtures, toilets, wash-basins, etc., and has also commenced exportation. Edible oil and soup factories are located in Panamá City. A Trucking Company and a nail factory began operations in 1950.

INTERNAL COMMUNICATIONS.

Roads :—Progress has been made of late years in the construction of good roads beyond the limits of the Canal Zone. Roads passable

by motors are now open from Panamá eastwards to Chepo and northward to the Madden Dam and Colon. Westwards the road runs to Santiago and David, near the Costa Rican border, and there is a branch trunk road of 50 miles from Divisa to Puerto Mensabe *via* Chitre. A new bridge at Miraflores Locks branching off the Trans-Isthmian Highway takes motor traffic to the west bank of the Canal and to the interior. An Isthmian Highway runs parallel to the Canal. There are now 1,071 miles of highway, of which 362 are earth roads.

The contour of the land makes necessary an extraordinary number of bridges, and the heavy runs demand exceptionally solid construction. There is a ferry service between Balboa and the opposite side of the Canal, connecting there with an excellent road into the interior.

Railways:—In addition to the railroad between Panamá and Colón, the Government-owned narrow gauge line runs from Puerto Armuelles to Boquete, with branch lines to Concepción, Pedregal and Potrerillos. There is 76 miles of line at Almirante (Bocas del Toro Province) which operates amongst the banana plantations of the United Fruit Company. Panamá has 309 miles of railway track.

Living is costly and employees of the U.S. Government in the Zone are granted salaries 25 per cent. higher than in the United States, in addition to privileges in buying necessities, frequent holidays, cheap rent, etc.

Coloured people best resist the conditions and tropical diseases incidental to life outside the Canal Zone, and efforts at colonization by European labourers have met with no success. A colonization scheme for Europeans in the Highlands of Chiriqui Province is being considered. Sanitation has almost abolished epidemics within the Zone, but the climate, though good, is somewhat enervating after prolonged residence, and periodical returns to a temperate country are necessary to the well-being of Europeans.

CURRENCY, WEIGHTS AND MEASURES.

The standard of **currency** is the gold "Balboa," as yet uncoined. The only national currency in circulation is a small amount of silver which is in every way similar to and pegged to the United States dollar. The dollar, is in fact, the standard currency. United States silver and nickel coins and paper money circulate throughout the Republic. There is no Panamanian paper money. There are no **currency** or **import** restrictions.

The **metric** system is official. The vara is in use, and English weights and measures are commonly understood. The U.S.A. gallon, five-sixths of the English gallon, is used for liquids.

POSTS AND TELEGRAPHS.

Panamá is in the Postal Union, and foreign letters are handled at Panamá, Colón, and Bocas del Toro.

Foreign Postage:—To the following countries, 3 cents. from Canal Zone, 2 cents. from Panamá Republic: All South and Central American Republics, Spain and Spanish possessions, Cuba, Dominican Republic, United States and Possessions, Canada, Newfoundland and Samoa.

Other foreign countries, including the United Kingdom, 5 cents.

Air Mail rate: To the U.S.A., 6 cents, each oz. To Europe, 21 cents, first half oz., 15 cents, each oz., thereafter.

There are also regular Air Mail services to the West Indies and to countries of Central and South America, as well as to the interior of Panamá (David, Province of Chiriquí).

Air Mail from U.K.: see page 28. Great care should be taken to address all mail for towns outside the Canal Zone as "Republic of Panamá," otherwise they are returned to sender.

Inland letters, Canal Zone, 3 cents per ounce; Panamá Republic 2 cents.

There are 150 national telephone offices, of which 52 are also telegraph offices. The United States Government has a **wireless station** at Gatun which is open to commercial traffic, such messages being handled through the Government telegraph offices. Tropical Radio Telegraph Company has offices and stations in Cristóbal and Panamá City, maintaining radiotelegraph and radiotelephone communication with all parts of the world through its Panamá City Station. All America Cables & Radio, Inc., offers communication services to all the world. There are 42 broadcasting stations in the republic.

PRESS.

The "Star and Herald" and the "Panamá-American" (Panamá) are the two largest daily newspapers (English and Spanish). Other papers are "La Nación" (daily, English and Spanish); "Mundo Grafico" (Spanish weekly); the "Gaceta Oficial"; "Panorama" (weekly, Spanish); "Colón News" (weekly, English and Spanish); and "La Hora" (daily, Spanish).

British Representation in Panamá:—There is a British Legation in Panamá City. The Minister is E. Clough, C.M.G., M.V.O.

There are consulates at Colón.

Panamá's Representatives in Britain:—Panamá's Legation is at 123 Warnford Court, London, E.C.2. The Minister is Sr. Don Juan R. Morales.

The Consulate General is at the same London address. There is another at Liverpool, and consulates also at Birmingham, Cardiff, Glasgow, Grimsby, Newcastle-on-Tyne, Hull, and Belfast.

The United States of America is represented in Panamá by an Ambassador and Consul at Panamá City, and a Consul at Colón.

PUBLIC HOLIDAYS.

January 1: New Year.	November 3: Secession from Colombia.
January 2: Constitution Day.	November 4: Flag Day.
January 21: Foundation Day.	November 28: Independence from Spain.
May 1: Labour Day.	December 8: Mother Day.
July 24: Bolívar Day.	December 25 and 26: Christmas.
October 12: Discovery Day.	Carnival: Mon. aft. and Shrove Tues.
November 2: Memorial Day.	Easter: Holy Thurs. aft. and Good Fri.

A PANAMANIAN CALENDAR.

1492. Rodrigo Colvan de Bastidas discovers Panamá. Columbus, on his fourth voyage reaches Porto Bello.
 1513. Vasco Núñez de Balboa crosses the Isthmus and discovers the Pacific Ocean.
 1514. Pedro Arias de Avila arrives as Governor of the Gulf of Uraba.
 1519. Balboa beheaded.

- 1546. La Gasca arrives at Nombre de Dios.
- 1595-6. Drake captures Nombre de Dios.
- 1597. The Spaniards fortify Portobelo.
- 1602. William Parker's freebooting expedition.
- 1670-1. The pirate Henry Morgan burns and loots Panamá.
- 1673. The present city of Panamá founded.
- 1698. William Patterson's attempt to colonize the Isthmus of Darien.
- 1700. Patterson surrenders to the Spaniards and leaves the colony.
- 1821. Panamá declares its independence. Union with Colombia.
- 1855. Railway linking up Colón and Panamá City opened.
- 1888. De Lesseps plans the Panamá Canal.
- 1900. Boundary dispute with Costa Rica settled by arbitration.
- 1903. Panamá asserts its independence of Colombia.
- 1903. Treaty between Panamá and the United States for the Panama Canal.
- 1904. Dr. Manuel Amador Guerrero elected first President.
- 1914. Opening of Panamá Canal to commercial traffic.
- 1924. Panamá recognised by Colombia as a nation.
- 1928. Death of Maj.-Gen. Goethals, Canal Engineer.
- 1941. Panamá declares war on the Axis.
- 1943. Opening of trans-Isthmian Highway.

Information for Passengers.

The fee for a visa to British subjects is \$5.00, ordinary or transit. A fresh visa must be obtained for each visit. Visitors must give proof that they can support themselves and members of their party whilst in Panamá.

Foreigners are grouped into those in transit, tourists, transients, immigrants, and residents. Those in transit stop two days or less while on their way to another country. Cards similar to Tourist Cards but valid for two days only are issued to them by the transportation companies, which are also responsible for their return. The Tourist Card, issued to those who come to Panamá with the sole aim of recreation, observation, or study, is valid for a period of fifteen days, and may be renewed for a period up to three months by the Minister of Foreign Affairs. Cards will be issued only to foreigners permitted entry; nationals of the countries with which the Allies were at war, with the exception of Italy, can be granted cards only with the approval of a Panamanian consul. East Indians and Chinese must apply direct to the Minister of Foreign Affairs for permission to enter the country.

Transients are those who are passing on to another country or returning to their own within three months. They must obtain a consular visa. Those who intend to settle in Panamá are immigrants; they must pay a fee of 100 balboas. Foreigners are resident only when they have complied with all the laws on immigration and residence.

Tourists and transients may also acquire the right to stay by depositing an immigration fee of 150 balboas, plus a surcharge of 50 per cent. and the necessary personal data. Those who do agricultural work do not pay the fee, but they may not live in the Panamá-Colón areas unless they are technicians recognised by the Ministry of Agriculture.

Clothing :—Cotton drill, linen, or similar clothing is worn. Sun helmets are not commonly used.

Guidance for Commercial Travellers.

Licences :—Before the traveller can clear his samples, a traveller's licence must be obtained, but United Kingdom commercial travellers

enjoy most-favoured-nation treatment and are accordingly exempt from the statutory fee of \$25.00. If the fee is demanded, the intervention of the British Consular Officer should be requested.

The traveller must obtain in the United Kingdom a certificate, issued by a Chamber of Commerce and authenticated by a Panamanian Consular Officer, vouching for his *bona-fides*, and provide himself with a letter from the firm he represents. On entering Panamá, he should present these documents at the National Treasury, where the licence (which is personal and non-transferable) will be issued, permitting the traveller to operate in the country on any number of occasions. Once this licence has been obtained, any samples brought in will be released upon deposit of the amount of the duty applicable to them, which will be refunded on their re-exportation.

TRADE REPRESENTATIVES :—The Federation of British Industries has a representative ; the U.S. Government maintains a commercial attaché ; all with offices in Panamá City.

Panamá and Colón are the only towns in which business is usually transacted.

THE PANAMÁ CANAL.

The axis of the Isthmus in the Canal Zone runs south-west to north-east, and the Canal is cut almost at right angles, i.e. north-west to south-east. The Pacific outlet is accordingly east of the Atlantic end by nearly 27 miles, and at dawn the traveller sees the sunrise over the Pacific.

The site of the Canal was not chosen solely because of its narrow width. At this point the hills forming the backbone of the Isthmus are at their lowest. The Canal follows the valley of the Chagres River on the Atlantic side, and that of the Rio Grande on the Pacific slope. The Gaillard or Culebra Cut spans the distance between. As the crow flies the distance across the Isthmus is 34 miles, and from shore to shore the Canal is 42 miles, or $50\frac{1}{2}$ miles from deep water to deep water (in nautical miles 44.08).

The width of the Canal, which is 500 ft. in the sea-level section, is 500—1,000 ft. in Gatun Lake, and not less than 300 in the Cut. The depths are 42 ft. in the Atlantic sea-level section, 45 ft. in the Pacific section, and 45-85 ft. in the Lake. The mean level of the Pacific is some 8 in. higher than the Atlantic, but the disparity is not constant throughout the year. On the Atlantic side there is a normal variation of 1 ft. between high and low tides ; and on the Pacific of about $12\frac{1}{2}$ ft., rising sometimes to 21 ft.

Constant dredging is necessary to maintain a clear channel through the 9-mile Gaillard Cut, and the work is usually done during the hours in which the Canal is closed to traffic.

The Gatun Lake, formed by damming the Chagres, is 85 ft. above sea-level, and the ascent is made by a series of three steps at Gatun Locks. The descent to Pacific level is made by means of the Pedro Miguel Lock, Miraflores Lake, and Miraflores Locks. The flights are duplicated, so that ships may be proceeding in opposite directions simultaneously. Each lock-chamber is 1,000 ft. long, 110 ft. wide, and some 70 ft. deep. The lock gates weigh 300-600 tons per leaf.

The lowest are 47 ft. high, and the largest 82 ft. Timbers and rubber flaps prevent leakage between the gates and the sills of the locks.

Gatun Lake, even in a relatively dry year, receives an inflow of about 200 billion cubic feet of water, of which about one-half pours over the spillway. A high-level reservoir, the Madden Dam, feeds the lake and provides for the projected additional locks which would greatly enlarge the capacity of the Canal.

The lock machinery is electrically operated, and much power is used in opening and closing the 23 lock gates (aggregate weight 25,000 tons), raising and lowering the 12 fender chains, and opening and closing the valves. Power for this and other purposes is derived from the hydro-electric station, worked by the spillway from Gatun Lake. Work started in 1940 on a third set of locks, but was interrupted by the war.

Canal History :—The idea of constructing a canal to unite the Atlantic with the Pacific was already old when Ferdinand de Lesseps arrived in Panamá in 1881 and started his preliminary surveys. Canals—open, level, through tunnels, or with locks—had been planned along various routes, but that fixed upon by de Lesseps was from Limón Bay to Panamá by the Chagres and Rio Grande. A company was formed to carry out this scheme in 1881, with a capital of £53,000,000. Nineteen miles were prepared before the crash in 1891.

The chiefs of the French Canal Company, convinced they were unable to complete the work, started negotiations with the United States and Colombian Governments. Eventually, by the Herran-Hay Treaty, they were authorized by Colombia to sell all rights and properties to the American Government. This treaty was strongly opposed in Colombia, and its ultimate rejection led to Panamá proclaiming her independence in 1903, and signing the Canal Treaty in November of the same year.

The price paid by the United States Government to Panamá for construction rights was ten million dollars, and there is now an additional annual payment of \$430,000 a year. The French company received forty millions for its rights and properties. The total cost amounted at completion to \$375,000,000. The Canal was opened to commercial traffic on August 15, 1914.

In the fiscal year ending June 30, 1950, the vessels of all kinds passing through the Canal numbered 7,694 of which 1,061 were exempt from toll. The tonnage of cargo transported by ocean-going, toll-paying vessels, was 28,872,293 against 25,305,158 in 1949.

Canal Offices :—The seat of Government of the Canal Zone is at Balboa Heights. The building containing the offices of the Governor and the higher officials is on a slight bluff on the western side of Ancón Hill, overlooking the surrounding country from Ancón to the Canal entrance. The private residences of the higher officials surround the administrative offices, and the quarters of other officials are in Ancón or Balboa, and along the slopes of Sosa Hill.

Brig.-General F. K. Newcomer is Governor of the Canal Zone.

In 1950 the Canal undertaking and the railroad company had 18,792 employees ; over 4,322 are American citizens.

PANAMÁ CANAL ZONE.



The Canal Zone: The Panamá Canal and Railroad.

The Panamá Canal Zone, a strip ten miles wide, extends from the Atlantic to the Pacific across the Isthmus. It includes the waters of Gatun Lake and the land round it within the 100-ft. contour line from mean sea-level. The Canal runs through the centre of the Zone, its ports being Colón and Cristóbal on the Atlantic, Balboa and Panamá on the Pacific. This territory is administered by the United States, through the Governor of the Panamá Canal, but the cities of Panamá and Colón, with their harbours, are excluded from his jurisdiction and remain under the Republic of Panamá. Cristóbal and Balboa, the only harbours that need be used by ships passing through the Canal, are under United States rule.

Postal Service:—There is a regular mail service to and from the United States several times a week, and from other countries according to steamship service. Mail from the United States is received approximately one week after posting. Mail for officers or crews of vessels passing through the Canal or calling at terminal ports, unless specially addressed to a local steamship agency, is forwarded to the postmaster at Cristóbal for delivery. The Cristóbal post office is officially advised of the

movements of vessels, and mail is forwarded in the most expeditious manner, by rail or launch. Cristóbal and Balboa have become the

terminal ports of the Canal, in place of Colón and Panamá, and letters addressed to agents of steamship lines at the latter places frequently fail to be delivered in time.

Sanitation :—When the United States undertook the construction of the Canal in 1904, Panamá was one of the most unhealthy spots in the world. Yellow fever and malaria had been endemic for years, and these, rather than engineering difficulties, had been responsible for the failure of the French engineer, Ferdinand de Lesseps. Yellow fever has been stamped out, and malaria has been diminishing ever since Colonel Goethals, the first Governor of the Zone, started his campaign. The work of the late Colonel W. C. Gorgas in the same connection has been commemorated by the opening of an Institute at Panamá City for the study of tropical diseases. There is now no malaria except in parts of the interior.

The **quarantine** regulations and requirements in brief summary are :—

The quarantine officer will board vessels on the Atlantic side anywhere in the bay ; on the Pacific side between San José rock and the entrance of the channel. No vessel is allowed to go to a wharf without authority from the quarantine officer. Boarding hours are from 6 a.m. to 6 p.m.

All vessels from foreign ports are subject to inspection, and all vessels so subject shall be considered in quarantine until granted free pratique, and shall fly a yellow flag from the foremast head from sunrise to sunset.

Two crew lists and two passenger lists must be handed to the quarantine officer when he comes aboard. Vessels must not proceed until these have been produced. This does not apply to troopships, men-of-war, or ships carrying contract labourers.

Masters of vessels will be held strictly responsible that no unauthorised person leaves the ship while in the terminal ports, passing through the locks, or in the Canal waters. Any violation of this law will subject the vessel to delay and the master to a heavy penalty.

The **Panamá Railroad** runs from Colón to Panamá City (51 miles).

The old Panamá Railroad followed the valley of the Chagres River from Gatun to Gamboa, but this part is now submerged in Gatun Lake, the Canal following the route of the old railway very closely. From Gamboa it crossed the Divide through the present site of Culebra, thence through Paraiso and the bed of what is now Miraflores Lake to Panamá. It was not found possible to utilize much of the old road when the Canal was made, and it was mostly relaid to run roughly parallel with the Canal to the eastward.

There are four train services across the Isthmus and between local points daily. The railroad is owned by the U.S. Government. There are stations at Mount Hope, Gatun, Quebrancha, Monte Lirio, Bohio, Frijoles, Darien, Gamboa, Summit, Pedro Miguel, Corozal, Balboa Heights, and Panamá City. The crossing of the Isthmus by train takes one-and-a-half hours, or approximately one-quarter of the time taken by steamers.

The informative "Annual Report of the Governor of the Panamá Canal" is published by the U.S. Government Printing Office, Washington 25.

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PARAGUAY

PARAGUAY, fortunate in its people, its climate, and its rich land, is none the less a country which has so far failed to fulfil its promise. Its boundaries, which march with Argentina, Bolivia and Brazil, are drawn through comparatively empty lands; its central cluster of population is far removed from its neighbours; for all that Paraguay has been embroiled in such calamitous wars during the last and the present century that it cannot yet be said to have recovered from them.

Paraguay is one of the two inland countries of South America, with poor access by river and rail to the sea, 900 miles away. Its total area is 157,000 square miles. Its southern boundary with Argentina from just north of the Argentine town of Corrientes to Encarnación, a distance of 200 miles, is the Alto Paraná River. This river course, which sweeps northwards, remains the border with Argentina as far as the Iguazú river, a distance of 215 miles. From that point to the Guairá Falls (120 miles), the Alto Paraná is the eastern border with Brazil; from the Falls the northern boundary with Brazil runs north-westwards across the land mass to the confluence between the Apa and Paraguay rivers.

The Alto Paraná is joined at Corrientes by the southern flowing Paraguay River. From Corrientes as far north as Asunción (220 miles), it is the western boundary with Argentina. From Asunción as far north as the confluence with the Apa (375 miles), the river divides Paraguay into two: Paraguay Proper to the east, and the Chaco to the west. For some distance north of the entry of the Apa, the Paraguay river is the Chaco's eastern boundary with Brazil.

The Paraguayan lands divided by the Paraguay river are in extreme contrast: the **Chaco** (95,400 square miles), an almost uninhabited waste, and **Paraguay Proper** (61,600 square miles), a rich land in which almost all the population is concentrated. But Paraguay Proper is itself divided into two contrasting areas by a high cliffed formation which runs almost due north from the Alto Paraná river, west of Encarnación, to the Brazilian border. East of this cliff lies the Paraná Plateau; west of it, as far as the Paraguay river, lie gently rolling hills and flat plains.

The Paraná Plateau, ranging from a thousand to two thousand feet in height, has comparatively heavy falls of rain and is one vast

forest. It is in this forest that most of the yerba maté is gathered for export. Across the plateau runs the Paraná river. At the point where the northern boundary of Paraguay reaches the river are the great Guaira (or Sete Quedas) Falls. From the Falls to Encarnación (335 miles), the river runs through a canyon incised into the deep lava floor of the plateau, which dips into the plains just west of Encarnación.

West of the high cliff which rims the western edge of the plateau lies a low flat plain stretching to the Paraguay river. This plain is diversified by rolling, well wooded hills : one range runs from the cliff to the Paraguay river north of Concepción ; another, broad based on the plateau, reaches the river at Asunción. Most of Paraguay's population is concentrated in these last hill lands, stretching eastwards from Asunción to Encarnación.

Much of the flat plain is flooded once a year ; it is wet savannah, treeless, but covered with coarse grasses. On this plain, rice, sugar, tobacco, grains and cotton are grown. Several heavily forested rivers drain the plain and hill lands into the Paraguay.

The **Chaco**, lying west of the Paraguay river, is mostly waste land covered with scrub forest. Along the river there are grassy plains and clumps of palms, but westwards the land grows drier and more and more bleak. Much of the area is waterless. The marshy, unnavigable Pilcomayo river, one of the few draining the Chaco, is the southern boundary between the Paraguayan and Argentinian Chacos. Apart from a Mennonite colony, some small settlements on the river banks, and a few nomadic Indian tribes, this vast area is uninhabited. But it is from the scrub forest of the Chaco (and also from the forests of the Paraná river) that the quebracho tree comes. It is for this wilderness that Paraguay and Bolivia have so often fought and ruined themselves.

Communications with the outside world are poor. The only practicable entry and exit for trade is down the Paraná river to the Plate estuary, and Buenos Aires is 900 miles from Asunción. The river winds excessively ; it constantly changes its bed and the locus of its sandbanks. Ocean-going vessels can only ascend as far as Rosario with safety, and meet with many difficulties between Rosario and Santa Fé. So difficult is the river that communication with Buenos Aires was mainly by road before the coming of the railway. In 1854, a start was made with the building of a standard gauge railway, 274 miles long, between the capital and Encarnación, on the Alto Paraná. In 1913 this line (incidentally, the only one of any importance in Paraguay) was connected with the Argentine railway from Buenos Aires. Both lines were so costly to build, and the volume of traffic has been so small, that rates have remained exorbitantly high. The rail route itself has many difficulties. Treaty obligations prevent what would in any case be impossible : the building of a bridge across the Alto Paraná, and trains for Buenos Aires have to be ferried across to Posadas, and ferried again across the lower Paraná from Zarate to Ibucuy, a distance of 52 miles. The high cost of transport, by boat or train, allows only those products which can bear that cost competitively to flow out into world markets.

The external communications by air, and the internal communi-



cations by air, railway, road and river are given under "Information for Visitors." The growing importance of the external air routes is simply explained by the following facts : it takes 5 days by water from Buenos Aires to Asunción, 58 hours by railway, but only 4 hours by air. There is no direct railway or road from Asunción to La Paz, the capital of Bolivia : to reach La Paz overland it is necessary to go by river or rail to Buenos Aires, and then by rail (78 hours) to La Paz. By this route the distance is over 3,000 miles. The air route is only 1,428 miles, and the time taken 7 hours. Surface travel between Rio de Janeiro and Asunción is either by sea to the Plate estuary and up the river, or by rail to Puerto Esperanza and by boat down the Rio Paraguay—a lengthy business. The air route takes 8 hours.

History : The original inhabitants of Paraguay were the Guarani peoples ; they had spread by the 16th century to the foothills of the Andes, along the coast of Brazil, and even into the basin of the Amazon. They were a singularly peaceful people who did not contest the coming of the Spaniards, the first of whom may have reached Paraguay from Brazil. But the main body came from Buenos Aires, where the earliest Spanish settlement was made in 1536. Finding no gold, and pestered by the hostile natives of the Pampa, they pushed north along the river, seeking a short route to Peru. They reached the friendly Guaranis in 1537 and founded Asunción on August 15th. The shifting sands and treacherous channel of the Paraná river made it almost impossible for further forces to be brought that way : what little reinforcement there was came overland across Brazil. Because the garrison at Asunción remained small, the Paraguayan mestizo has a far higher proportion of Indian blood than any other in Latin America. The result is singularly fortunate : the Paraguayan is both good looking (to our Western eyes), and, for all his obduracy in war, kindly and peaceable.

Asunción became the nucleus of Spanish settlement in south-eastern South America, and it was from Asunción that this part of the world was colonised. Spaniards pushed north-west across the Chaco to found Santa Cruz, in Bolivia, eastwards to occupy the rest of Paraguay, and southwards along the river to re-found Buenos Aires in 1580 : forty-three years after they had abandoned it.

During the Colonial era one of the world's most successful experiments in dealing with a native population was carried out, not by the conquerors, but by their missionaries, over whom the civil power had little or no control. In 1609 the Society of Jesus sent a number of missionaries to Paraguay to civilize the Indians. The Jesuits were in the country until they were expelled in 1767 : a period of 158 years. During that time they formed 32 "reductions", or settlements, run along paternal-socialist lines. They induced the Indians to leave the forests and settle in townships, where they built magnificent churches, employing unsuspected native skills in masonry, stone and wood carving, and painting. Selected natives were even given a sound classical education. The first reductions were in the north, but they were forced to abandon these because of constant attacks from Brazil. They settled finally in Misiones ; part of the area of settlement is now in Argentina. At the expulsion the reductions fell to pieces : the Indians left, and were reduced to peonage under other masters. Most of the great churches have fallen into ruin, or been destroyed, but the few that remain are dealt with in the text.

Paraguay got her independence from Spain, without bloodshed, on May 4, 1811. Soon afterwards Dr. Francia, the dictator known as "El Supremo," took power and held it until 1840. His policy was the simple one of complete isolation : no one might leave the

country, no one might enter it, and trade was not permitted. He was followed as dictator by his nephew, Carlos Lopez, who ruled until his death in 1862. Carlos Lopez reversed Francia's policy of isolation; it was he who began in 1854 the building of the Central Paraguayan Railway from Asunción to Encarnación. He was followed by yet another dictator: his son, Francisco Lopez, a megalomaniac who aspired to be the Napoleon of South America. In 1865 he became involved in a war against the triple alliance of Argentina, Brazil, and Uruguay, and was not defeated and killed until 1870. Out of a population of 525,000, only 221,000 were left alive after the war, and of these, only 22,000 were male. It is only of recent years that the population has recovered a normal ratio between the sexes. After the war Paraguay was occupied for eight years.

After 1870 there was a certain amount of European immigration. The descendants of these immigrants, though small in number, are powerful in the social life of Paraguay.

The history of Paraguay since 1870 has been the story of a recovery from disaster, but this process received a severe setback in the wars with Bolivia which broke out intermittently between 1929 and 1935. The bone of contention was the Chaco, which neither contestant is in the least able to colonise. The Bolivians deluded themselves with a vain dream of ending their isolation by reaching the banks of the Paraguay; the Paraguayans by an equally fantastic compound of patriotism and oil: for it is suspected there may be oil in the Chaco. The final settlement gave Bolivia an outlet, of no earthly use to it, to the Paraguay river, and handed to Paraguay more of the dry wilderness for which it had fought so magnificently.

The People of Paraguay: Because the proportion of Spanish blood is smaller than elsewhere, the people of Paraguay to-day are bilingual, speaking both the Spanish of the conqueror and the Guaraní of the conquered. Outside Asunción, most people speak Guaraní by preference. There is a Guaraní theatre, and books and periodicals are published in the language. There are a few pure-blooded Indians left: most of them are in the Chaco.

The population at present is 1,405,627. Of these only 45,800 live in the Chaco. About 75 per cent. are engaged in pastoral and agricultural pursuits.

Government: There was a new Constitution in 1940, giving the State the right to regulate economic activities. Executive power rests in the President, elected for five years, and a cabinet which he elects and which has the right to veto his acts. These acts must be reviewed and approved by a Council of State formed of the cabinet, the Archbishop, the Rector of the University, the President of the National Bank, and representatives of commerce, agriculture, industry, the army and navy. The legislative power is in the hands of a Chamber of Representatives, with one representative for every 25,000 of the population.

PRESIDENT.

Dr. Federico Chaves.

Cabinet.

Foreign Affairs	Dr. Bernardo Ocampos.
Interior	Dr. Rigoberto Caballero.

There are eight other ministries.

Social Services : In spite of the productivity of the land there is severe poverty in Paraguay ; wages are very low, there is much illiteracy and the standard of living, except for the privileged few, is often deplorable. There is much disease and malnutrition in this potential paradise. Attempts are now being made to temper the poverty. Social legislation which came into force in January, 1951, establishes for most salary and wage earners a national insurance scheme which provides free medical services, subsidies during absence from work due to illness or accident, maternity benefits, old age pensions at 60, and free burial.

MAIN TOWNS.

Asunción, the capital and only large town in Paraguay, is built on the shores of a bay cutting into the eastern bank of the Paraguay river, almost opposite its confluence with the Pilcomayo. Its urban population of 205,605 is about a seventh of that of the whole country ; the district population is estimated at 400,000. The city, built on a low hill crowned by the large modern church of La Encarnación, is laid out in the Colonial Spanish rectangular manner, its wide avenues lined with trees and flowers. The oldest part is down by the water's edge, but all the public buildings are modern : none of them is earlier than the last half of the 19th century. The modern town has spread into the hilly land beyond. The dwelling houses are for the most part single storied and built in the Spanish-Moorish style, with patios and fountains. The red tiles and the abundance of orange blossoms and roses give a picturesque touch to a sunny and pleasant city. The main street is Calle Independencia Nacional, running from the bay into the heart of the city. Calle Palma, crossing it, is the chief shopping centre.

Most of the great public buildings can be seen by following Calle Buenos Aires from the Custom House. The first is the Government Palace, built during the Triple Alliance War in the style of the Louvre. Three blocks behind it, along Calle Ayolas, is the Godoy Museum, with a Murillo and a Tintoretto and a historical collection. A little further along Calle Buenos Aires is the large Congressional Palace, with the Cathedral at the corner of the square. Behind it, along Calle Chile, is Plaza de los Heroes, with a building based on the Invalides in Paris. This is the Pantheon of Heroes, begun during the Triple Alliance War and finished recently. It now contains the tombs of Carlos and Francisco Lopez, the two dictators, and a tomb of an Unknown Soldier. After crossing Calle Independencia Nacional, the main street, Calle Buenos Aires becomes Calle C. Bogado. The fifth block along it is the railway station, facing the Plaza Uruguaya, with a delightful garden.

The City has several parks, the best of which are Parque Carlos Antonio Lopez, set high and with a grand view ; Parque Caballero, beautifully laid out along a stream, with pools and waterfalls and plantations ; and Parque Gaspar Rodriguez de Francia. The exceptionally beautiful Botanical Garden is four miles out of the City, at Trinidad, quickly reached by road or rail. It lies along the Paraguay river, on the former estate of the Lopez family. It has an enormous range of plants, a nine-hole golf course, and a polo ground.

Luque, a large suburb which once served as the capital when Asunción was deserted during the war of the Triple Alliance, has a population of 24,469.

Rail : Paraguay Central Line to Encarnación and Buenos Aires (938 miles).
 Leave Buenos Aires (Lacroze) .. Thursdays, 11.00 hours.
 Arrive Asunción Saturdays, 20.30 hours.
 Leave Asunción Fridays, 6.15 hours.
 Arrive Buenos Aires Sundays, 16.10 hours.

Fares—
 1st class G.160.77 single.
 Sleeping berth G.42.16 each way.

River Steamers : Twice weekly to Buenos Aires (2½ days). Upper Paraguay Line : twice weekly to Concepción and as far as Guarany, bi-weekly to Corumbá. Upper Paraná Line : vessels leave Corrientes for Posadas twice a week in connection with the Buenos Aires services. From Posadas there is a weekly service to the Iguazú Falls.

Addresses : British Legation, Avenida Colombia ; Consulate, 25 de Mayo 77. U.S. Embassy and Consulate : Calle España, Corner S. Miguel ; Bank of London and South America ; Royal Mail Lines, P. Eligio Ayala 32.

Cables : Western Telegraph Company's Agent : Alberto Grillon e Hijos. Pte. Ayala y Mexico, 199.

Hotels : Gran del Paraguay ; Argentina ; Asunción Palace.

Restaurants : La Esplanada (Avda. Mariscal Lopez, corner of Luna) ; Terraza Caballero (Caballero and Bco. del Rio). Drink and sandwich bar at Vertua (Palma 235).

Sports : Football was introduced some fifty years ago, and has become remarkably popular. Almost every town and village in the country has one or more clubs. At the capital the League has about thirty clubs, some with seating accommodation for 8,000 to 15,000 people. International matches with teams from Uruguay and Argentina take place annually.

Tennis and horse-racing are popular. There are two rowing and swimming clubs of some 2,000 members, and a motor-boat club with 150 members. Golf and polo are played in the Botanical Garden, and there is a Paraguayan Aviation Club. There are two boxing rings. Fishing and hunting are popular, also basket ball. There is a Casino.

Business Visitors : Nearly all foreign business is transacted at Asunción ; it is not generally worth while visiting other parts of the country. From May to October is the best time for a visit. Commercial travellers are advised to get a copy of "Hints to Business Men Visiting Paraguay," issued free on application to the Commercial Relations & Exports Dept., Board of Trade, Thames House North, Millbank, S.W.1.

Business Hours at the capital are from 7 to 11 a.m., and 2.30 to 6 p.m. Banks are open from 7.30 to 11.30 a.m., in winter ; 7 to 10 a.m., in summer, and 7.30 to 10.30 a.m., on Saturdays.

Excursions : Day river trips can be made by launch along the river, southwards to **Villeta** (10,000 inhabitants), a cotton and tobacco town on the east bank ; or across the river and up the Pilcomayo to see the Chaco and its wild life. The most popular excursion is from Asunción inland to **San Bernardino**, on Lake Ypacarai, which can be reached either by road (35 miles) or (partly) by rail. The lake is 15 miles by 3 miles and its shores are covered with tropical trees and plants. Many Asunción families live at San Bernardino, and the resort attracts visitors from Argentina and Uruguay. **Aregua**, on the opposite side, is also a pleasure resort.

Hotels : Del Lago ; Playa ; both good.

Another popular resort is **Caacupe** (Victoria Hotel), 1½ hours by car along the Marshal Estigarribia Highway. There are buses from Asunción. It is beautifully set in the hills. The sights include the Virgin Miracle Church and a waterfall.

About 32 miles south-east of Asunción is **Yaguaron**, set on a river at the foot of a hill in an orange growing district. (There is a road of sorts to it). It has a famous church begun by the Jesuits in 1670

and finished in 1720 : one of the few Colonial churches in Paraguay which have been spared. It is well worth a visit. Most of Paraguay's petit grain comes from Yaguaron.

A trip up the Paraguay to Concepción, about 250 miles above Asunción is one of the easiest ways of seeing more of the country. The winding river is about a quarter of a mile wide, with many alligators and shoals of vicious caribe fish. There is much traffic on the river, for this is the trade route for all the products of northern Paraguay : cattle, hides, yerba maté, tobacco, lumber and quebracho.

Concepción, (32,556 inhabitants), lies on the east bank. It is not in itself, apart from the life of the streets, a particularly notable town, but it is the trade centre of the north, doing a considerable business with Brazil. Here is the seat of the Bishop for the Chaco. Rather poor roads connect it with the border towns of Pedro Juan Caballero, opposite Ponta Pora, in Brazil, and Bella Vista, opposite a Brazilian town of the same name. A metre gauge railway runs to Horqueta, 35 miles to the east, a cattle and lumbering town of 10,000 people.

Hotels : Central ; Frances.

Another trip, this time down the river, can be made to **Pilar**, (10,000 inhabitants), 190 miles south of Asunción, opposite the confluence of the Paraguay and the Bermejo, running in from the Argentine Chaco. There are cotton ginning mills, distilleries and sawmills in the town, which will become important now that roads are being pushed out into Misiones. Hides, cotton, timber and oranges are the main products of the area.

Hotels : Gardel ; Prinquelli.

Another good way of seeing the country is by taking either the railway to Encarnación or the Estigarribia Highway as far as Villarrica, which is also on the railway. The land unrolls itself : green hills, tobacco, cotton, and rice fields, woodland and running streams. A typical little town is **Paraguari** (population, 10,000), 45 miles by rail from Asunción. It is set amongst the hills and encircled by streams.

Hotels : Paraguari ; Wominguez.

Villarrica, the second city in the republic, is on the railway and the road, 90 miles from Asunción and 136 from Encarnación. It has a population of about 27,794, and is delightfully set on a hill rich with orange trees. It has a splendid Cathedral and a most interesting market. The city is a busy entrepot for the products of the region : tobacco, cotton, sugar, yerba maté, hides, and the wine produced in the area by German settlers.

The Estigarribia Highway to Asunción runs through Coronel Oviedo, not an interesting town, but the third largest in the country, with a population of 32,763.

Hotels : Espanol Central ; Internacional.

The terminus of the railway is—

Encarnación, a busy port on the Alto Paraná, opposite the Argentine town of Posadas, from which boats sail for the Iguaza Falls. Encarnación has a population of about 39,804. It exports the products of a rich area : timber, maté, tobacco, cotton, and hides. Trains for Buenos Aires are ferried across to Posadas. Encarnación is a modern city, of little interest, architecturally or historically, but

some interesting places can be visited from it along poor roads : **Trinidad** (25 miles), with a great Jesuit church, now in utter ruin and overgrown with orange trees ; and **Jesus**, 6 miles north of Trinidad, with a few Jesuit ruins and a glorious church—some say the best Jesuit church in Paraguay—at Tabarangue, a mile away.

Hotels : Continental ; Suizo ; Schultz.

ECONOMY.

There is little agriculture : of the 41 million hectares in the country, or 16.6 million hectares excluding the Chaco, only 1,550,000 are cultivated. (It was only 334,000 hectares in 1943). Agriculture is confined to forest clearings, where the soil is remarkably fertile. In spite of this limitation, the country is normally self supporting save for wheat, of which only 11,000 m. tons is produced to meet a consumption of 45,000 m. tons. It grows enough sugar, maize, and beans for its own use, and slightly more than enough rice. It has a sufficiency of fruits (oranges, bananas, grapefruit, pineapples), and the German settlers of Colonia Independencia in the Villarica district supply it with its needs in grapes and wine. The wine harvest is about 700,000 litres.

Exports are confined to the few products which can bear the heavy cost of transport and still find a market. An instance of how transport costs limit trade is the way in which orange exports have come to an end : 26 millions were sent abroad in 1926.

Cotton, timber, quebracho extract, meat products and cattle hides, tobacco, vegetable oils, petit grain and yerba maté are the more regular exports. Paraguay's **cotton** is highly regarded because of its staple length ; it is second only to Egyptian cotton in this. Yields are heavy but the crop suffers from pests : certain ants, locusts, and the pink boll weevil. Production was 42,704 m. tons in 1950. The **tobacco** crop, marketed in four chief grades, was 55,000 bales in 1951, and there is usually a surplus for export. The gathering, preparing and carriage of **yerba maté** for the making of Paraguay tea has meant much to the economy of the country. The drink is made from the leaves of a South American holly, *ilex paraguayensis*, which grows, mostly wild, in the forests of the Paraná plateau and elsewhere. Some 11,625 m. tons are produced, and exports are mainly to Argentina. A very steady if small export is **petit grain**, an essential oil produced from the leaves of the bitter orange and used as a basis for perfumes and flavourings. Paraguay supplies 70 per cent. of the world demand. The **vegetable oil** industry elaborates coconut, castor, tung, cottonseed and peanut. Of the annual production of about 9,000 m. tons, coconut oil accounts for some 1,189 m. tons, cottonseed for 3,020, tung for 1,302, and castor oil for 700.

Timber and cattle products are normally the most important exports. **Timber** is available in unlimited amounts, but little of the forest has been exploited. Lumbermen confine themselves mostly to cutting the kinds of wood used for sleepers on the Argentine railways. In the Chaco the only wood cut is the **quebracho**, which is also cut on the Paraná river. Logs are no longer exported ; small, moveable factories, mostly owned by Argentinians, process them for tannin. Quebracho extract sometimes heads the list of exports,

by value.

Stock breeding has always been one of the staple industries. The number of cattle is estimated at 3,369,000, but this excludes a number of wild cattle roaming the Chaco. There are herds in all parts of the country, but most of them are to be found in the area north of Concepción and in Misiones, (the triangle between the Paraguay and the Alto Paraná rivers). There are three meat packing plants and exports of meat have been important in the past. To-day, however, the imports of cattle on the hoof from Argentina on which the packing plants depend have almost ceased, with the result that meat exports have stopped. There is not even enough meat for local consumption. The export of **cattle hides** is, however, still important, but production of these hides has fallen from an average of 700,000 a year to 514,500 in 1950.

The most recent census states that there are in the country 275,000 horses, 206,000 sheep, and 33,400 hogs and goats.

Minerals : There are deposits of rich iron ores in many parts of the country, but they are not worked. Only limestone, for the making of cement, is quarried. Salt is obtained from Lambaré.

The following table gives the volume and value in Guaranies of the various products exported during 1949 and 1950. :

Product.	1949 m. tons	1949 G.	1950 m. tons	1950 G.
Timber	196,468	24,442,200	215,913	44,555,000
Quebracho extract ..	40,432	21,265,000	30,738	28,033,000
Cotton	9,715	14,734,000	12,674	32,809,000
Cattle hides	10,416	11,447,000	11,758	17,776,000
Meat products	13,342	9,748,000	11,777	11,570,000
Tobacco	6,638	5,936,000	3,453	4,581,000
Vegetable oils	5,231	4,638,000	—	—
Yerba maté	4,647	2,427,000	1,266	872,000
Petit grain	144	—	—	—

The main imports are food, drink, chemicals, agricultural machinery and vehicles.

FOREIGN TRADE.

	Imports.	Exports.
	Guaranies	Guaranies
1948	75,237,770	87,097,995
1949	88,000,000	101,615,000
1950	84,800,000	167,700,000

In 1950 some 58 per cent. of the exports were to Argentina, but over half of these were in transit. Argentina supplied 33.3 per cent. and the U.S. 23 per cent. of the imports.

Foreign Capital : The three great investors in Paraguay are Argentina (G77.7 millions); Great Britain (G51.2 millions); and the United States (G45.9 millions).

Industries : The few industries produce for local consumption only, with the exception of the saw mills and plants extracting quebracho, petit grain, and vegetable oils. The main national factories turn out textiles from home-grown cotton, which is now ginned. Two mills weave, and two spin, cotton. They consume about 5,400 bales. There is one small rayon weaving mill making 360,000 metres a year.

Flour, cigars and cigarettes, beer and ice, mineral waters, soap, candles, bricks, hats, shoes, furniture, and matches are all produced locally. Rum and alcohol is made from sugar. Production of caña, a popular drink, is controlled by the Government. There is

a cement plant with a capacity of 112,000 m. tons annually.

Most of the **power plants** use wood for fuel. Of the estimated 12,000 kilowatts of installed capacity, most are thermal and only a few hydroelectric, though water potential is estimated at 2,800,000 horsepower.

INFORMATION FOR VISITORS.

How to get to Paraguay :

From Argentina : By River : The Cía de Navegación Fluvial Argentina, Av. Corrientes 389, Buenos Aires, runs regular passenger services from Buenos Aires up the Paraná River to Asunción and ports on the Paraguay and Alto Paraná rivers. Every ten days the Lloyd Brasileiro Line has a mixed passenger and cargo service from Montevideo to Asunción and Corumbá. It takes 5 days by river from Buenos Aires to Asunción.

By Rail : The international rail route from Buenos Aires to Posadas is given on page 28. At Posadas the train is ferried across the Alto Paraná to Encarnación, from which there is a line to Asunción. The total length of 938 miles is done in 56 hours.

Adding the cost of meals on the train, the fare works out at much the same as by boat. Travellers who want to see as much of Paraguay and Argentina as possible are advised to go to Asunción by train and return by steamer.

By Air : The Argentine Air Line ALFA flies from Buenos Aires to Asunción twice a week, non-stop (4 hours), and twice a week with stops at Formosa, Corrientes, and Paraná (6½ hours). Panair do Brasil and the Brazilian Correio Aereo Nacional (CAN), also fly between Asunción and Buenos Aires.

From Brazil : By Air : Panair do Brasil, the Brazilian Correio Aereo Nacional (CAN), the Brazilian La Real Transportes Aereos, and the Argentinian ALFA connect Rio de Janeiro and São Paulo with Asunción. All save La Real fly on to Buenos Aires. Some days the stops are at São Paulo and Campo Grande ; other days at São Paulo and Iguazú.

By River : The headwaters of both the Paraguay and the Alto Paraná are in Brazil, and both rivers can be used to enter or leave Paraguay. There are boat services from Asunción northward along the Paraguay river to Porto Esperança, Brazil (from which there is a railway to São Paulo), and to Corumbá (760 miles), which is connected by air with Bolivian and Brazilian cities.

São Paulo is also connected by rail (560 miles) with a river port on the Alto Paraná : Presidente Epitacio (Porto Tibirica). About 260 miles south by boat are the Sete Quedas, or Guaíra Falls, on the Paraguayan border. A railway line skirting these falls brings the traveller to Porto Mendes, from which boats can be taken to Posadas (rail to Asunción), or Corrientes (boat to Asunción). The distances and discomforts are formidable.

From Britain : By boats of Royal Mail Lines or by B.O.A.C. planes to Rio de Janeiro, or Buenos Aires, and on to Paraguay by one of the routes given above.

From the U.S.A. : By boat to Rio de Janeiro or Buenos Aires, and on to Paraguay as above ; or by Braniff or Pan American Airways

plane to Lima and La Paz. Braniff now fly a weekly non-stop flight from La Paz to Asunción. Pan American Airways fly the route La Paz—Santa Cruz—Corumbá—Asunción. Pan American Airways passengers can take the eastern route to Rio de Janeiro, and fly from there to Asunción.

From Chile : Panair do Brasil has a service between Asunción and Santiago de Chile.

Tourist Information : There is a Consejo Nacional de Turismo at Asunción. Another fruitful source of information, particularly about the roads, is the Paraguayan Touring Club, Calle Presidente Franco 191, Asunción.

Passport : The entry requirements are a passport, duly visaed by a Paraguayan Consul : certificates of health and of vaccination and inoculation against typhoid and smallpox, preferably in Spanish, are needed. Those who enter from the Argentine and intend to return by the same route should obtain a re-entry visa at Buenos Aires before leaving. Visitors should present their documents to the Immigration Authorities on the day they arrive, and call for them next day. A visitor cannot stay longer than 6 months. An exit permit should be applied for a day or two in advance.

Currency : The Guarani (plural Guaranies) is the unit of currency. The Guarani is symbolised by the letter G (crossed). It is divided into 100 centimos. There are no gold or silver coins, but there are nickel, bronze, and aluminium coins of $\frac{1}{2}$, 1, 2, 5, 10, 25 and 50 centimes, and paper notes for 50.05, 0.10, 0.50, 1, 5, 10, 50, 100, 500, and 1,000.

An official market with two rates governs most trade transactions : selling rates and buying rates of 6 and 9 Guaranies per dollar according to the essentiality of the goods to be imported and the nature of the goods exported. A legal free market covers invisibles.

Free market rates are much higher : 34.25 to the dollar, 95.90 to the £, and 6120 per 100 Argentine pesos. (Nov., 1951).

Weights and Measures : The metric system has been officially adopted, but Spanish measures are also used locally.

PUBLIC HOLIDAYS.

February 3 : San Blas.	August 15 : Founding of Asunción.
March 1 : National Defence Day	September 29 : Victory Day.
Thursday and Good Friday.	October 12 : Colombus Day.
May 1 : Labour Day.	November 1 : Saints' Day.
May 14, 15 : Independence Days	December 8 : Immaculate Conception.
June : Corpus Christi.	December 25 : Christmas Day.
June 12 : Peace Day.	

Postal and Telegraph Services : For ordinary and air postal rates from Britain to Paraguay, see page 28. An automatic telephone service links Asunción with Villarrica, Encarnación and Buenos Aires. There is a radio-telegraph service between Asunción and Buenos Aires, Montevideo, and Rio de Janeiro, besides several internal radio-telegraph services. International long distance telephone calls are all routed through Buenos Aires.

Telephone calls can be made from the United Kingdom to Paraguay between 1 p.m. and 7 p.m. daily (G.M.T.). The minimum

charge is £3. 15s. for a three minute call.

PRESS.

Asunción :—"El Pais," "La Tribuna," "Gaceta Oficial." At **Concepción** :—"El Correo del Norte."

Climate : Paraguay, lying about two-thirds within the temperate zone and one-third in the tropics, has sub-tropical weather, but there is a marked difference between summer and winter temperatures. From October through March the heat is severe, though not continuous; gusts of pampean winds from the south will suddenly break it. The other six months are calm and fresh, with spells of cold occasionally bringing freezing temperatures. Frost is frequent in winter, but, as in the rest of the Plata region, it never snows. The heaviest rains occur in December and March, but more or less rain may be expected every month. The cool season is the dry season. The average year at Asunción has 79 rainy, 72 cloudy, and 214 clear days.

Clothing of medium weight should be worn during May, June and July. Heavier clothes, with woollen underwear and an overcoat are needed in August and September. During the summer months, November to March, only the very lightest white clothes are worn, say Palm Beach or drill, with a Panama or straw hat.

Health : Tuberculosis creates the greatest ravages, while minor epidemics of malaria, typhoid, dysentery, and occasionally small pox occur. Hookworm is the most common disease in the country, while there is also a considerable amount of venereal disease, goitre and leprosy. Visitors should certainly be inoculated against typhoid, para-typhoid and smallpox, and take extreme care over such things as salad and drinking water. Even at Asunción there is as yet no central water supply and no modern sanitation.

Cost of Living : **Hotels** : The Cost of living is rising. The general index for a worker's family (1938 = 100), was 970 for December, 1950, and 1,229 for June, 1951. The hotels at Asunción and San Bernardino are quite good, but not luxurious: elsewhere they are more primitive, if a good deal cheaper. Rates at Asunción, with bath and meals, range from G20 to G40 a day. Accommodation on the steamers plying on the two great rivers is much better than at the provincial hotels.

Bank : The Bank of London & South America, Ltd., has a branch in Asunción at Palma and Convención: Telephones 358 and 7689.

Travel in Paraguay : **By Rail** : There are 309 miles of public railways, and 455 miles of private industrial lines, mostly forest lines of metre gauge or narrower, operated by companies trading in forest produce. The Ferrocarril del Norte has 35 miles of public line, metre gauge, between Concepción and Horqueta. But the only important line is the standard gauge railway, 274 miles long, between Asunción and Encarnación. This, part of the rail route to Buenos Aires was begun in 1854, and is therefore one of the oldest of the South American Railways. Besides the international trains, there are more frequent but less comfortable services, particularly to the small towns near Asunción.

Roads are on the whole primitive. The best one is the Marshal

Estigarribia Highway running east from Asunción through several small towns to Coronel Oviedo, and then dipping southwards to Villarrica, on the railroad. Information about the state of the roads can be got from the Paraguayan Touring Club, at Asunción.

River boats are by far the most pleasant way of travel in Paraguay. The Paraguay and the Alto Paraná rivers join just above Corrientes, the steamer centre for travel in the region. The Paraguay is navigable above Corrientes for 12-foot draft vessels as far as Concepción, and for smaller vessels for a further distance of 600 miles northward to Corumbá, in Brazil, and even several hundred miles further to Cuiabá, the capital of the Brazilian state of Mato Grosso. There are frequent services between Asunción and Concepción, and less frequent services to the river ports beyond. Every ten days the Lloyd Brasileiro line has a mixed cargo and passenger service from Montevideo to Corumbá. No call is made at Buenos Aires but a day or two are spent at Asunción.

Connections are made by vessels plying on the Alto Paraná with vessels plying between Asunción and Buenos Aires at Corrientes. A vessel leaves Corrientes twice weekly for Posadas. A weekly vessel leaves Posadas for Puerto Eva Perón, and another for Porto Mendes. Puerto Eva Perón, on Argentine territory at the confluence of the Iguazu river with the Alto Paraná, is eleven miles from the famous Iguazu Falls (see the Argentine section). Porto Mendes is a few miles below the Guaira (or Sete Quedas) Falls. A 38-mile railroad from Porto Mendes circumvents these falls, and the journey may be continued by boat to Presidente Epitacio (Porto Tibirica), the railhead for São Paulo.

Boats of a few hundred tons capacity navigate the tributary rivers, the largest of which are the Tebicuary, south of Asunción; the Manduvira, Jejuy, and the Aquidaban rivers, north of Asunción.

Internal Air Services are flown by the Linea Aerea de Transportes Nacional. It flies round trips from Asunción which cover the country effectively. The eastern route ends at Arroyos y Esteros (569 miles); the north-eastern route reaches Bella Vista (690 miles); the north-western route goes as far as Mariscal Estigarribia (1,037 miles); and the south-eastern route as far as Santiago, in Paraguayan Misiones (562 miles).

Representation in Britain: The Paraguayan Embassy in Britain is at 51b Cornwall Gardens, London, S.W.7. The Ambassador is Sr. Dr. Don Pedro Godinot de Vilaire.

The Consul-General is at the same address. There are Paraguayan consulates at Glasgow, Liverpool and Dublin.

The British Embassy in Paraguay is at Asunción, with offices at Av. 25 de Mayo, 77. Telephone 9146. The Ambassador is Ian Leslie Henderson.

The United States is represented by an Embassy and Consulate at Asunción.

PERU

Communications:—The most direct route to Peru from the United Kingdom is by the steamers of the Pacific Steam Navigation Company sailing from Liverpool. Another route is *via* New York, where trans-Atlantic steamers connect with American vessels.

Air Services:—For international routes from outside Latin-America by Pan-American Airways and Braniff International Airways, see the AIR SECTION.

The Faucett Aviation Company flies north from Lima to Talara; south from Lima to Arequipa, Tacna, and Arica; with calls on the way. At Arica it connects with the Chilean National Airline (LAN). Faucett also serves Iquitos (with flights from Iquitos to Chiclayo); Pucallpa; Cusco and Puerto Maldonado; and Ayacucho. About 80 per cent. of the air traffic is in its hands.

Panair do Brasil has a weekly non-stop service between Lima and Rio de Janeiro. Braniff flies the same route three times a week (with a stop at São Paulo) and four times a week non-stop to Buenos Aires. Another Braniff service is Lima-La Paz-Asunción-Buenos Aires.

Transportes Aereas Militares (TAM), an arm of the Peruvian Air Force, flying from Iquitos up the Ucayali River to Pucallpa, and from Iquitos to Yurimaguas on the Huallaga River, where connection is made with Faucett planes to Chiclayo.

Línea Aeropostal Venezolana (LAN) has a weekly service between Lima and Caracas.

Note:—Hotel rates and taxi and railway fares are constantly changing and references to them are apt to be misleading.

Callao, the chief port and the main approach to the capital, is 8 miles from Lima, to which it is connected by train, road, and electric

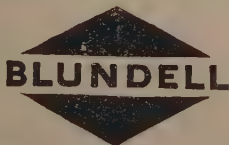
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tram. Motor-cars make the journey in 20 minutes. The new maritime terminal, or inner harbour, covers an area of 250 acres, and the largest steamers go alongside. The town is a busy one, with a population of 84,438. The island of San Lorenzo, a submarine and naval station, protects the roadstead to the south, and in the opposite direction stretches the green Rimac Valley. The distant towers of Lima's churches and hills are visible as the vessel steams into the harbour.

A commercial town, inhabited mainly by working people, with no architectural beauty, Callao is not without history. It was raided by Drake and others in the sixteenth century and in 1746 was completely wiped out by an earthquake. Under the guns of Callao, on the night of 5th November, 1820, Lord Cochrane boarded and captured, after a bloody fight in which he was wounded, the Spanish frigate "Esmeralda." The "Real Felipe" fortress, finished in 1783, is now occupied by Air Force mechanics. Great destruction was caused by earthquake in May, 1940.

Now that vessels go alongside the wharves, passengers might spend more time ashore, but it is expected of them to be on board half an hour or so before the vessel's departure. "The Club," Callao (founded in 1867), the oldest English Club on the West Coast, is at Pasaje Ronald, Constitución Street.

Leading Restaurants :—The Salon Blanco, in the Pasaje Rías ; El Chalaquito, Calle Constitución ; Grill Callao, adjoining the parish church in the Plaza San Martín ; the restaurant España in Gálvez Street, leading out from the Plaza San Martín ; and the first-class Chinese restaurant, "Canton," in Saenz Peña. There are a number of reliable bars in the Pasaje Ríos and Calle Constitución.

Fares to and from Lima :—Taxi (price must be arranged with the chauffeur), about 7 soles for two, and 10 for more than two. Tram cars (every five minutes) ; return fare 55 centavos, single fare 40 centavos. Omnibus : single fare 30 centavos. Tram fares are doubled after midnight.

Steamers :—Besides ocean sailings to all parts there are local steamers north and south every week. P.S.N.C. fortnightly service north and south. Grace Line has a weekly service between New York, Callao and Valparaiso. The Cia. Real Holandesa de Vapores maintains a fortnightly service between Cristóbal and Valparaiso. Local coastwise services by the C. P. V. and the Compania Sud-Americana de Vapores.

Addresses :—British Vice-Consulate, and U.S.A. Consulate, Daniel Nieto 186.

Cables :—All America Cables & Radio, Inc., Pasaje Ronald y Constitución 258. The West Coast of America Telegraph Co., Ltd. (British), Calle Daniel Nieto 199.

Lima, capital of Peru, and at one period the capital of Spanish South America, owes its creation to Pizarro. "Amidst the woe and destruction which Pizarro and his followers brought on the devoted land of the Incas," wrote Prescott, "Lima, the beautiful City of the Kings, survives as the most glorious work of his creation, the fairest gem on the shores of the Pacific." The wide and fertile plain on which Lima stands slopes gently to the sea. The Andes, whose higher ranges are within fifty miles, send their foothills to the gates of the city. The hills keep off the colder winds, and the ocean breezes temper the sun. Rain rarely falls. The old town was built in the shape of a triangle, and the streets run straight and intersect at right angles. Well-kept squares or plazas vary the plan. Spanish-style balconies still give an old-world charm which is affirmed by the convents and churches. The streets are full of life, and many of the new buildings are fine. The old Spanish buildings contrast with modern ferro-concrete structures built to resist earthquakes.

The city population is 800,000. The temperature averages about 66° Fahr. Altitude 500 feet; latitude 12° S. Lima has excellent hotels and good modern conveniences. Boulevards connect it with Miraflores, Barranco, Chorrillos, and Magdalena, suburbs of the city.

Roads :—The Pan-American Highway is open from Lima northwards along the coast to the Ecuadorian frontier, and southwards to Arequipa and Arica. The Lima-Canta-Cerro de Pasco road goes on through Huanuco to Tingo Maria on the Huallaga and to Pucallpa. Another, the Central Highway, goes through Oroya, Huancayo, Ayacucho, and Cuzco to Puno, where a branch runs to Arequipa. These two roads to Cuzco, one by the Central Andes and the other by Arequipa, makes a grand circuit tour of 2,400 kiloms possible.

Lima Hotels :—

Name.	Address.	Beds.
Gran Hotel Bolívar	Plaza San Martín	350
Hotel Crillon	Ave. Nicolas Pierola	250
Gran Hotel Maury	Bodegonos, 387	140
Francia and Inglaterra	Judios, 216	60
Gran Hotel	Melchormalo, 320	90
Hotel Plaza	Sta. Apolonia, 355	100
Hotel Leuro	Miraflores	70

The Hotel Chez Victor, in the Pasaje Encarnación 7b Plaza San Martín, has 20 furnished family flats. Rates are S.70 per day, or S.1,800 per month. No meals supplied.

Visitors also stay at the Country Club, the most comfortable of all, between January and April, but it is out of town.

Banks :—Bank of London & South America, Ltd., Calle Coca. The Royal Bank of Canada, Jiron Lampa 597. National City Bank of New York. And Peruvian banks.

Rail :—Central Railway of Peru maintains a combined train and autocar service to Oroya and from Oroya north to Cerro de Pasco and south to Huancayo (with a State Railway extension to Huancavelica). North-Western Railway, Lima to Huacho *via* Ancón, twice daily. Several times daily to Chosica.

Tramways :—Electric, at short intervals to Chorrillos, Miraflores, Barranco, Callao, La Punta, Magdalena and San Miguel, in addition to city tramway services and motor buses.

Points of Interest :—The Plaza de Armas, with the Government Palace, the Cathedral and the Portales, or Arcades, running on two sides; the Palacio Torre-Tagle (used by the Ministry for Foreign Affairs); the National Museum, at the Palacio de la Exposición; the Museum of National Culture; the Acho Bullring (dating from 1765); the Alameda de los Descalzos; the Quinta Presa (formerly the country house of La Perricholi); the Market Place; the University of San Marcos; the Parque Neptune, with the Gallery of Modern Italian Art; the Exhibition Gardens; the Parque de la Reserva; the Legislative Palace; the Hippodrome; the Lima Country Club; and the Paseo Colón, the fashionable promenade. In the Plaza Bolívar stands the ancient Hall of Inquisition, or Senate House (now a museum). It has a magnificently carved mahogany ceiling.

The San Marcos University, founded 1551, is the oldest in South America. There are sixty-seven churches. In the Cathedral, founded by Pizarro in 1535, are his remains in a glass coffin, a wonderful carved pulpit, canons' stalls of costly woods, "La Veronica," attributed to Murillo, and the portraits of the Archbishops. San Pedro, La Merced, San Francisco and San Agustín Churches all contain notable works of art. Santo Domingo dates from 1549, and contains the famous statue of Santa Rosa de Lima, patroness of the city.

The Avenidas Magdalena, Arequipa, Progreso, Colonial, Argentina, General Salaverry, Alfonso Ugarte and the Paseo de la República, laid out in recent years, can compare with the finest elsewhere. Several new roads, 120 feet wide and fringed with trees, form agreeable evening promenades.

There are many fine monuments, and notably the equestrian statue of San Martín, in the Plaza of the same name; the Bolívar statue in the Parque de la Inquisición; the Bolognesi Column; and the "Dos de Mayo" monument, with its four figures representing Peru, Bolivia, Chile, and Ecuador, grouped about the base.

During the summer months, January to March, there are bullfights almost every Sunday and holiday. Famous toreros practise in the Lima ring, and fighting bulls are of Spanish stock. Cockfights are frequently organized and advertised in the newspapers.

From April to December race meetings are held on Sunday afternoon at the Jockey Club. There is greyhound racing almost every night.

The Lima Golf Club and the Inca Golf Club are both 18-hole courses. Polo and tennis are also played. The luxurious Country Club, close to the course and overlooking the sea, is open to visitors if introduced by members.

Excursions :—The Lima terminal of the tramways is at the end of what is generally known as La Colmena (Avenue Nicolas de Piérola, to use the official name), facing the Plaza San Martín and with the Hotel Bolívar on the left. This is also a convenient halting place for those who travel by taxi on a sightseeing trip. After descending from the tram or taxi and on turning to the left, the visitor enters the Jirón de la Unión, which is to Lima what fifth Avenue is to New York. It is the main shopping street, and in the first two blocks there are several shops devoted to souvenirs and curios, which may be had at reasonable prices. The Jirón de la Unión runs in five blocks to the Plaza de Armas, usually the main objective of visitors on their first visit to Lima. Here is the Cathedral, built by Pizarro and containing his shrivelled remains in a glass coffin. Adjoining it is the Archbishop's Palace, with the new Government Palace at right angles. Running along two sides of the Plaza de Armas are old colonial arcades beneath which are a number of shops. From the Plaza de Armas a walk of three blocks leads past the south side of the Cathedral to the Torre Tagle Palace, one of the best surviving specimens of colonial architecture in Lima. It houses the Foreign Office, but visitors are allowed to enter the courtyards and to inspect the fine wooden carving in the balconies. Four noted churches may be visited in the immediate vicinity of the Plaza de Armas. They are the Church of La Merced on the Jirón de la Unión (passed on the walk up the street) ; it stands where the first mass was said in Lima ; the Church of Santo Domingo, with a shrine dedicated to Santa Rosa, the patron saint of Lima ; the Church of San Francisco, famous for the old Spanish tilework in the cloisters, which are open to male visitors ; and the Church of San Pedro (close to the Torre Tagle Palace) with its rich wood carvings in the choir and sanctuary. A short taxi drive across the river Rimac should be included in order to visit the Monastery of the Barefooted Brethren (Descalzos) and the so-called Palace of La Perricholi, a fine old mansion built by the Viceroy Amat and which housed his mistress, a famous actress of those days who bore the nickname (La Perricholi), by which she is best known to-day. If time permits, a drive to the top of the hill which overhangs Lima (the Cerro San Cristóbal) would be well worth while for the views of the surrounding country and of old Lima laid out as a map beneath the feet.

The new Municipal Building is at the corner opposite the Government Palace.

Short Excursions :—Two short excursions in the immediate neighbourhood of Lima are interesting from a historical and scenic point of view. In these, as in the case of all drives beyond the city limits, the price should be arranged in advance with the chauffeur.

One is to the Incaic ruins at Pachacamac, where Pizarro spent several weeks while his emissaries were searching for a suitable site for the future capital of Peru in the Rimac valley. The ruins encircle the top of a low hill, the crest of which was crowned with the Temple of the Sun. The drive passes through the suburbs of Miraflores, Barranco and Chorrillos. The return drive to Callao should be made along the Avenida Costanera (Coast Avenue), which runs along the top of the cliffs and gives beautiful views over the bay. A second short pleasure excursion is to Chosica (30 miles up the Rimac valley). *En route* a diversion may be made to the old Inca city of Cajamarquilla, which lies in a circle of hills surmounted by ruins of fortresses. An excellent lunch or light refreshments can be had at the Hotel Ferrocarril in Chosica, which is a popular resort in the winter months the new hotel "La Hosteria," or at Los Angeles, near Chosica.

Restaurants :—The following are the principal restaurants in Lima :—

Chez Victor, in the Plaza San Martín ; also at Limatambo Airport.

La Cabaña in the Exposición Gardens (tea and dining rooms ; meals a la carte).

Hotel Bolívar (grill and dining rooms ; meals a la carte).

Hotel Crillon, Av. Nicolas Piérola (grill and dining rooms ; meals a la carte).

Hotel Maury, Calle Bodegones, one block from the Plaza de Armas ; (table d'hôte and meals a la carte).

El Trocadero, Calle de Boza ; (meals a la carte).

El Patio, Portal de San Agustín y Carmaná ; (meals a la carte, terrace restaurant).

Raymondi, Calle Jesús Nazareno, adjoining the Church of La Merced (meals a la carte).

Restaurant Kuong Tong, Calle Capón ; (Chinese restaurant with first-class dishes served in the Chinese style, with or without chopsticks).

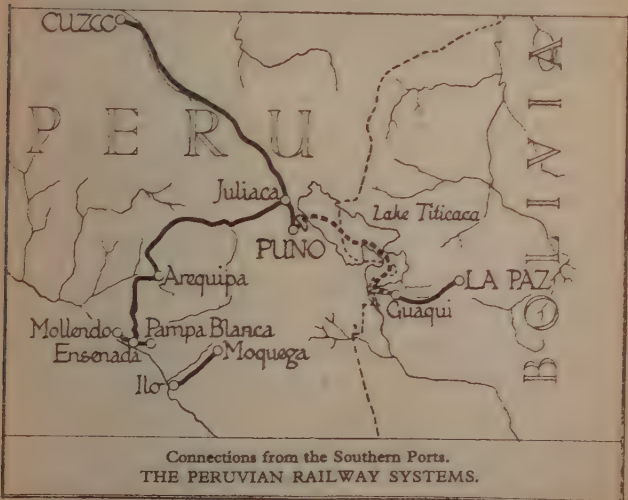
Restaurant Ton Quin Sen (Calle Capón). First-class Chinese dishes.

Restaurant Men Yut, Calle Capón 716 ; (Chinese restaurant, specializing in Chop Suey).



The Northern Coastal Region.

The Central Coastal Region.



Entertainments :—Lima keeps late hours and there is a variety of entertainments until well past midnight. Among the most popular are the following :—Boxing or "all-in" wrestling (Saturday nights) at the National Stadium. Horse racing takes place every Sunday afternoon in the Jockey Club Park between April and February. The Embassy night Club, in the Plaza San Martín, is the most luxurious. No dinner is served. Ciro's, Av. Wilson, and the Bolívar Grill have floor shows during dinner.

Excursions :—A good deal of Lima and its environs can be seen by following this itinerary :—

8.30 a.m.—Leave Callao by taxi or tram car for Lima. Walk to the Plaza de Armas and visit the Cathedral. Engage a motor-car for two hours and visit Torre Tagle Palace, Bull Ring, Paseo Colón, and the Jockey Club. The Inca Museum in Magdalena Vieja, is well worth a visit.

12.30 p.m.—Lunch at the Cabaña Restaurant in the Parque de la Exposición, and visit the adjacent National Museum.

2.0 p.m.—Motor to Miraflores by the beautiful Avenida Arequipa, visiting the Country Club.

3.45 p.m.—Tea at Hotel Bolívar.

4.30 p.m.—Return to Callao by tramcar or automobile.

This outing should not cost more than thirty shillings per person, provided parties of five or more be organized. Motor-cars can be hired and omnibus services are available.

Steamship passengers who wish to make a specially conducted tour should tell the purser of their vessel at least 48 hours before arrival at Callao. For a party of fifteen to twenty passengers, it is sometimes possible to make special arrangements for visits to the Torre Tagle Palace.

MOTORS (fares subject to alteration) :—

LIMA—Inside City Limits.

5 seater cars :—

Per trip—two passengers	Soles	2.50
Each additional passenger		0.50
Per hour—one to four persons		15.00

7 seater cars :—

Per trip		2.50
Per hour		15.00

Outside City Limits. Per hour. Any car 25.00

To Callao, La Punta, Miraflores, Barranco, Chorrillos, Miramar, Magdalena, San Miguel, by agreement, basis Soles 18.00 per hour. The Carretera Central from Lima to Oroya opens new possibilities of motor-car excursions, with attractive halting places like Matucana (1 hour), San Mateo and Rio Blanco (2 hours). The trip to Oroya takes over 5 hours, and crosses the Andean Divide at 15,655 ft. Good meals can be had at Chosica, Matucana, San Mateo and Rio Blanco.

An excursion may be made by motor-car from Lima to Iquitos ("Little Hell") Canyon, beyond Matucana. The Canyon is well worth seeing.

The Peruvian Touring Club offers its advantages to tourists and particularly to members of the leading English and American Associations of Motorists. Its aims include road and hotel improvement and the arrangement of itineraries. Particulars are obtainable at the Peruvian Consulate-General in London. The address for letters is : P.O., Box No. 22—19 Lima.

Addresses :—British Embassy Residence : Av. Pablo Bermudez. Embassy offices and Consulate, by agreement, basis Soles 18.00 per hour. U.S.A. Embassy, Edificio Sud America, Plaza San Martín ; Consulate Plaza San Martín 117 ; Canadian Embassy, Edificio Boza, Plaza San Martín ; Y.M.C.A., Giron Carabaya 664 ; Anglican Church of the Good Shepherd, Av. Santa Cruz, San Isidro ; British-American Hospital, San Isidro ; P.S.N.C., Nicolas de Pierola 220-6, Plaza San Martín (in the same building is the Phoenix Club) ; British Council, Camana 787 ; British-Peruvian Cultural Association, Cumana 787 ; Peruvian North American Cultural Institute, Jirón Antonio Miró Quesada 113 ; British Chamber of Commerce, Edificio "La Nacional" 402, Jirón Antonio Miró Quesada No. 309, Casilla 1913.

British Schools :—Markham College for boys of all ages, run on English public school lines, between Limatambo Airport and Barranco ; Colegio San Andres, co-educational ; St. John's College, a preparatory school for boys, at Chacacayo, a mountain resort 30 kms. from Lima. Colegio San Silvestre, a school for girls at Miraflores.

American Schools : Colegio Peruano-Norteamericano Abraham Lincoln, San Isidro ; The American School of Lima, San Isidro.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Edificio Electra, Jirón Miró Quesada ; All America Cables & Radio, Inc., Calle de San Antonio 677. Branch Office : Gran Hotel Bolívar.

ENVIRONS OF LIMA.

Chorrillos, a fashionable resort with a cliff promenade, has a casino, and is visited for boating and bathing. The Military School is noteworthy. **Barranco** and **Miraflores** are near. Miraflores is becoming an important shopping centre and has several first class restaurants. A motor road runs from Lima through Miraflores, Barranco, and Chorrillos to **La Herradura**, another bathing resort with a casino. **Magdalena** is served by a separate electric line and road. Here is the Museum of Anthropology and Archaeology, and the Bolivarian Museum containing relics of the Liberator.

Ancon, 25 miles north of Lima, is reached by railway and motor road. There is bathing, tennis, a casino, and good hotels, of which the *Grand* is one.

The area between Ancon and Pachacamac extending up the Rimac Valley to San Mateo, is archaeologically most interesting.

Pachacamac, 25 miles south of Lima in the Lurin Valley, can be reached by motor. The ruins are among the most ancient in the country, and include city walls, temples, and tombs.

Chosica, popular as a winter resort, and 30 miles from Lima, is served by four or five trains daily (Central Railway), or can be reached by a good motor road (frequent omnibuses). The town, at an altitude of 2,800 feet, is above the coastal mists.

Hotels:—Hotel Villa del Sol, 57 apartments with bath; Gran Hotel de la Estación; La Quinta Pensión; Hosteria; Los Angeles Hotel (first class), just below Chosica.

La Punta, beyond Callao, and served by direct electric trams through Callao from Lima, is the seat of the Naval School. Set on a spit of land stretching out to sea, the place enjoys a peculiarly bracing climate and is not less fashionable as a bathing resort than Ancon. The water is always cold. Facing Callao Bay is a Yacht Club with a first-class restaurant.

Restaurants:—Riviera Palace and Restaurant Miramar (open Summer only).

Arequipa, 107 rail miles from Mollendo and 91 by road, stands at an altitude of 7,500 feet in a beautiful valley at the foot of "El Misti," otherwise known as "El Volcan de Arequipa." This is a snow-capped, perfect cone, 19,200 feet high, guarded on either side by the "Chachani" (20,000 feet) and "Pichu-Pichu" (18,600 feet). The city has quaint old Spanish buildings and many ancient and interesting churches built of "Sillar," a pearly white volcanic material, apparently petrified lava or ashes, almost exclusively used in the construction of the town. It is the second city of Peru, with a population of about 130,000.

Arequipa, the centre of the important South Peruvian zone, is an extremely busy commercial town. For all that, the streets present as strange a panorama as those of any city in the world, with its laden llamas intermingling with automobiles and electric trams. The natives from the surrounding countryside are all picturesquely dressed. The climate is delightful, with a mean temperature before sundown of 74° F. and after sundown of 58° F. The weather is ideal between April and September, sun all day and cool at night. There are roads to Lima, Mollendo, Puno and Arica.

The remotest source of the River Amazon, the "Laguna de

Vilafro," is some 90 miles to the north of the City.

The main industries are concerned with textiles, leather, soap and candles, canning, flour, wool, brewing, evaporated and condensed milk.

Club :—Club Arequipa ; Golf Club.

Points of Interest :—Cathedral, founded 1612, largely rebuilt during last century ; La Compañia (Jesuit) Church, built during the 17th Century ; Puente Bolívar ; Hospital Goyeneche ; the Orphanage ; Jardin Lucioni ; the Charcani Electric Plant, in a gorge between Misti and Chachani.

Hotels :—

Name.	Address.	Cable.	Beds.
Quinta Bates	.. Calle Jerusalem 604	.. Bates	.. 22
State Tourist Hotel	.. Outside City	.. Arequipa	.. 40
Hotel Sucre	.. Calle Sucre 207	.. Hotel Sucre	.. 70
Pensión Wagner	.. San Agustín 115	.. Wagner	.. 28
Pensión Somocurico	.. Calle Sucre 213	.. Pensomo	.. 32
Pensión Brunn	.. Sta. Catalina 202	.. Pensión Brunn	.. 14
Hotel Maccera	.. Mercaderes 231	.. Maccera	.. 80

Excursions :—Tingo Swimming Bath and Countryside ; Tiabaya Valley ; Sabandia Swimming Bath and Countryside ; then the three famous Thermal Baths surrounding Arequipa ; JESUS ($\frac{1}{2}$ hour by motor, on the slopes of Pichu-Pichu) ; YURA ($1\frac{1}{2}$ hours by railway and motor, 1 hour by motor, 18 miles from Arequipa, in a small valley on the Western Slopes of Chachani ; Hotel, Gran Hotel de las Termas de Yura) ; SOCOSANI ($1\frac{1}{2}$ hours by rail and motor, $1\frac{1}{2}$ hours by motor, 25 miles from Arequipa ; a beautiful small valley south-west of Chachani, with a modern hotel ; 50 beds, \$/7 a day, including meals and Socosani Water ; sports in Socosani ; tennis, bowls).

Sports :—Besides two public Stadiums and a Racecourse, there are several Swimming Pools, Tennis Courts and Golf Links (18 holes). The Arequipa Golf Club welcomes visitors from abroad. Riding is very popular in this town.

Rail :—To Mollendo, daily except Sunday, leave 8.30 a.m., arrive 12.45 p.m. ; to Puno, Mondays, Wednesdays and Fridays, with connections to Cuzco *via* Juliaca on Tuesdays, Thursdays and Saturdays ; connections with Lake Steamer to La Paz on Mondays only at Puno.

Taxi Fares :—\$6.00 an hour within the town ; \$12.00 in the country.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Esquina San Francisco, Moral, 201.

Cuzco, once the capital of the Inca Empire, stands 11,440 feet above sea-level. There are 45,230 inhabitants, largely Indians. Many old families of pure Spanish descent live in and around the town, which is remarkable for its many Colonial churches and convents and for its extensive Inca and pre-Inca ruins. Recently Government archaeologists have excavated widely and disclosed vast areas of hitherto unknown ruins. Laws exist to prevent the export of antiquities—pottery (huacos), mummies, Colonial or Incan silver or gold ware, church furniture, etc., by predatory tourists.

Cuzco, the scene of the rise and fall of the ancient Inca Empire, has for nearly three centuries been a centre of interest for students of civilization, archaeologists, and searchers after treasure. In 1946, archaeologists discovered the remains of Gonzalo Pizarro, half-brother of the Pizarro who conquered the Incas, and of the two Almagros, father and son.

The Temple of the Sun stands almost in the heart of the city, a short distance from the main plaza. The mechanical and architectural perfection of this piece of circular stonework is probably without equal in the world. Centuries of earthquakes have not disturbed them except for a crack which ruptured the slabs of granite diagonally, with scarcely any injury to the intersecting joints.

Almost every street in Cuzco has the remains of Incaic or pre-Incaic walls, arches, and doorways. The city itself was surrounded

by a wall, enough of which remains to show its course from end to end. Many streets are lined by walls of perfect stonework, now serving as foundations for rude adobe structures. This ancient stonework has one distinguishing feature. Every wall has a perfect line of inclination, toward the centre, from bottom to top. In the language of the stonemason, they are all "battered" walls, with every corner rounded.

Cuzco Cathedral (Renaissance style) was built at the beginning of the seventeenth century. The high altar is covered with silver, and amongst many original paintings is one attributed to Van Dyck. The pulpit of the San Blas Church, the La Compañía de Jesus Church, and the Convent of La Merced, are particularly worth seeing.

A severe earthquake in 1950 caused extensive damage to buildings.

Sacsaihuamán Fortress (Incan ruins on the top of a hill very near Cuzco) is reached by motor-car. The Intihuatana monuments, 80 miles away, are accessible by a good motor road in the Vilcanota Valley. Motor roads are open from Cuzco to Juliaca and Puno, on the shores of Lake Titicaca, and to Lima (600 miles).

Hotel accommodation is limited, but the new Government Tourist Hotel is said to be excellent.

Hotels :—

Name.	Address.	Cable.	Beds.
Ferrocarril	Calle Herrajes ..	Arenas	30
Colón	Calle Hieladeros ..	Hotelcolon ..	60
Hotel Cuzco			180

Rail :—To Juliaca, Monday, Wednesday and Friday; to Sicuani, Tuesday and Thursday; to Santa Ana, Saturday and Wednesday, as far as Machu-Picchu, passing by Ollantaytambo (60 miles). Both places are on the banks of the River Vilcanota, and contain the most interesting pre-Incan ruins in the continent. Guides to visit the ruins may be hired. The trip to (75 miles) Machu-Picchu, by rail, takes 4 hours; the journey is continued by car to the ruins. There is now a small rest house at Machu-Picchu so that the ruins may be explored at leisure.

Roads are open to Lima and Puno.

OTHER TOWNS.

Ascope, in the Valley of Chicama, is 30 miles by rail from Trujillo and 50 miles from Salaverry. There are good motor roads to both places. The main products are sugar—here is the largest sugar estate in Peru—cotton, livestock and fruits.

Hotels are owned by Srs. Alfaro, Alvarez, and Cantuarias.

Ayacucho, capital of the department of Ayacucho, can be reached from the station of La Mejorada on the Huancayo-Huancavelica railway over a motor road. The Lima to Cuzco highway also passes through. Its houses and 33 churches are reckoned well worth the journey, and a week can be spent in the surroundings, which include the historic battlefield at La Quinua. Precious metals are worked in the area, and the Indians of the region carry on agriculture. Altitude, 8,148 ft. Population, 18,190.

Hotel :—Sucre.

Cajamarca, 16 miles by road from Chilite station on the Pacasmayo railway, a chief town of the northern mountain area (altitude 9,000 ft.), is a centre of mining, grain growing, and of the manufacture of cloth, leather and straw hats. The town is famous as the place in which Atahualpa, last of the Inca Sovereigns, was executed by Pizarro in

spite of his offer to fill his prison cell to the ceiling with silver and gold as the price of his ransom. The town preserves its colonial aspect. See the Cathedral and the Church of San Francisco. Nearby are the thermal springs known as the Baths of the Incas. Population, 15,904. Roads to Pacasmayo, Trujillo, and the Rio Marañon.

Hotels :—Amazonas ; Grand ; Nuevo.

Cerro de Pasco, altitude 14,200 feet, is 228 miles from Callao and 81 from Oroya. It is approached by Central Railway to Oroya and thence by the Cerro de Pasco Railway. A road runs to Lima *via* Canta, over the beautiful Pass of La Viuda ; another to Huanuco and on to Pucallpa ; and another to Cuzco. There are large and rich copper mines. The smelting is carried on at one of the largest metallurgical plants in the world at La Oroya. A model village, 200 feet above the mining plant, houses the staff of the Copper Corporation. Population, 19,354.

Hotels :—Venezia ; Huallaga ; America ; Bolivar.

Chala, a minor port, south of Callao, which ships large numbers of cattle from the pampas of the interior. The coast is rocky and a favourite haunt of cormorants. Large numbers of bonitos and seals are to be seen.

Landing :—Shore boat.

Hotels :—Central ; Americano ; State Tourist Hotel ; \$16-17 ; Los Angeles.

Chiclayo, capital of the department of Lambayeque, 12 miles north of port Eten, is the centre of a rice, sugar and cotton district. Population, 35,000. It is laid out with wide and well-paved streets and has a fine square on which fronts the new cathedral, the Municipal Palace, the principal club and the national college. It lies on the Pan American Highway between Tumbes and Lima. A minor road runs to Chongayape, a quaint old town 48 miles to the east. This road goes on, as a trail, to Hualgayoc and Chota, two sierra towns. Another road goes south to Requena and Montsefú, old Indian towns, the latter famous for its hand weaves.

Hotels :—Royal, Astoria.

Rail :—Ferrocarriil y Muelle de Eten and Ferrocarril de Chiclayo.

Cables :—All America Cables & Radio, Inc. Agent : Armando Perez Sanchez, c/o Camara de Comercio.

Chimbote, a port 262 miles north of Callao, is on the Pan-American Highway. A railway (32 miles) runs to Suchiman, and another to Huallanca (*Hotel Mejia*), 86 miles, where a hydro-electric plant is being installed in the Cañon del Pató. It is an outlet for the iron and coal mining hinterland and is surrounded by dry pampas, although cotton is received from adjacent plantations. Water is drawn from wells. The port works have been completed ; vessels may now go alongside the new pier. Anchorage is good and vessels of the C.S.A.V. bound for Callao call here weekly. The port population is under 5,000. An iron and steel industry is being established. A road is open to Huaraz, Carhuas, Yungay, Caraz and Huaylas. It runs through some spectacular scenery.

Hotels :—Pacífico (20 beds) ; Chimu, 72 rooms, a first-class hotel.

Chincha Alta is connected by rail and electric car with the port of Tambo de Mora, 7 miles away. The population is 12,705. Cotton, wines and fruits are grown and there are local manufacturing industries, including cotton ginning, brandy and wine making, oil milling, and soap. Pan-American Highway to Lima.

Hotels :—Massa (50 beds); Roma; Comercio; Pensión Pachas.

Trains :—Twice a day to Tambo de Mora. Fare, 40 centavos.

Eten, a port with an open roadstead, 14 miles by road or rail from Chiclayo, with a population of 3,000. Products: rice, sugar, honey, wax, and hides. Panama hats are made here. There are coastal steamer services to Callao and Guayaquil.

Hotel :—Central.

Rail :—To Ferreñafe, Pátapo (daily); to Hacienda 'Cayalti,' (daily).

Huacho, a minor port, 70 miles north of Callao, is the capital of Chancay and the natural outlet for the cotton and sugar grown in the fertile Huaura Valley. P.S.N.C. steamers call frequently, and most of the vessels of the big lines call here regularly. The North-western Railway connects Huacho with Lima *via* Ancón and also with Sayan, and it is on the Pan-American Highway to Lima. There are cotton-seed oil and other factories. Population, 13,202.

Hotels :—Grand Pacific (40 beds); Italaia (18 beds); Panamá (10 beds).

Huancavelica, capital of its department, is 74 miles south of Huancayo, to and from which there is a daily train. Population, 8,000; altitude, 12,500 ft. The main products are mercury, silver, wolfram, cinnabar and wool.

Hotels :—Patiño, America.

Huancayo, capital of the Department of Junin, 77 miles S.E. of Oroya, on the Central Highway from Lima to Cuzco, and served by the Central Railroad, is a town of 20,000 inhabitants at an elevation of 10,690 feet. Both the local mines and the agriculture are important. The town is of uncommon interest to the traveller, with picturesque architecture, a temperate climate, and a Sunday market largely attended by Indians from the surrounding districts.

Hotels :—State Tourist Hotel; Internacional.

Excursions to the Convent of Ocopa; to the Geophysics Institute, and Saturday fair at Chupaca; to the typical sierra townships of Huayucachi, Cachas, Pucará, Sapallanga, and La Punta.

The Central Railway has now a daily non-stop express train between Lima (Desamparados Station) and Huancayo. These trains are considerably faster and more comfortable than the ordinary mountain trains.

Huanuco, the capital of its department, is on the Upper Huallaga, 68 miles from Cerro de Pasco. It is a rapidly growing mining town, and the agriculture of its district is extensive. Population, 10,000; altitude, 5,945. It is on the Callao-Cerro de Pasco-Huanuco-Tingo Maria-Pucallpa road.

Hotels :—Fiume; Inca; State Tourist Hotel.

Huaráz, capital of the department of Ancash, altitude 9,932 feet, on the Santa River, 216 miles from Lima. It can be reached from Chimbote by railway to Huallanca (*Hotel Mejia*) and the rest by motor car. Two roads branch off the Pan-American Highway to Huaráz, one at Paramonga and the other at Casma (80 miles). From Casma across the Cordillera Negra takes about 8 hours by motor car. The town has a lovely background formed by the snow-capped peaks of Huandoy, Huascaran, San Cristóbal and others in the distance. Silver, cinnabar, coal, and potatoes are the local products. The town is largely frequented by Indians. The population is 11,628.

Hotels :—Central; Drago; Sud America; Genova. Six kiloms. from Huazaz is the Hotel, Termas de Monterrey.

Huarmey, on the bay of that name, is not served by railway, but is on the Pan-American Highway to Lima, which can also be reached

by rail from Huacho. Exports : cotton and lead and silver ores.

Hotels :—Ramos ; Peru ; Central.

Ica, capital of its department, stands on the Ica River, 180 miles from Lima. It is the terminus of the 46-mile railway to Pisco, a port serving a series of fertile valleys. Three summer resorts, Huacachuma (*Hotel Mossone*), La Guega, and La Victoria, are near at hand. Population, 21,280. The town lives by its cotton fields, vineyards, and sheep farming. There are a number of factories, including ginning mills, wine vaults, textile and oil mills. The Pan-American Highway runs through.

Hotel :—Borjas ; Imperial ; Bolivar.

Ilo is a small port 53 miles south of Mollendo, with a population of 2,000. Sixty miles of standard-gauge Government railway and a road across the barren pampa connect the port with Moquegua, to which there are trains twice a week. The district produces olives, figs, wine and cotton. There is a weekly call by the C.S.A.V. and C.P.V. coasting vessels.

Hotel :—Central (20 beds).

Iquitos, capital of Bajo Amazonas de Loreto, stands upon the left bank of the Upper Amazon, 2,300 miles from the mouth and 1,200 from Lima. It can now be reached from Lima by air, daily, or *via* the Pucallpa Highway and steamer. (There is a bus from Lima to Tingo Maria, but a private car must be hired, or a lift begged, from Tingo Maria to Pucallpa. The river journey takes 5 days).

It has steamship connection with Manaos and Pará, by which route it is generally reached. Regular fortnightly connections are made by launches between Iquitos and Yurimaguas, on the river Huallaga. The town is 350 feet above sea level, with wide, but ill-kept streets, good plazas, and some ambitious buildings. The population, at one time higher, is estimated at 40,000. Industries include saw-milling, cotton-ginning, and the preparation of rubber. Cotton, tobacco, rubber, timber, cubé, balata, and ivory nuts are exported.

The Pucallpa Route :—Iquitos can also be reached from Lima by bus to Huánuco and Tingo Maria, private car (or lorry lift) to Pucallpa, on the Ucayali River, thence by steamer to Iquitos (5 or 6 days, S.85 first class, with cabin and food).

Planes fly to Iquitos from Lima, and from the mouth of the Amazon. Planes also fly between Iquitos and Maldonado on the Madre de Dios river, 800 miles to the south.

Hotels :—Malecon, rooms only ; Alhambra ; Tourist Hotel.

Shipping :—Booth Line to Liverpool and New York.

Cables :—All America Cables & Radio, Inc. Agent : Michael Benso, Morona 16.

Juliaca, 189 miles from Arequipa, at an altitude of 12,550 ft., on the Southern Railway, is the junction for Cuzco (210 miles), and Lake Titicaca (30 miles). (Trains for Cuzco leave Tuesdays, Thursdays, and Saturdays, 9.15 a.m. ; arrive 6.15 p.m.). The population, mainly Indian, is 6,770. Wool and hides are collected at this centre. Motor roads to Cuzco, Puno, Arequipa and numerous other towns.

Hotels :—Mr. Mitchell's English Boarding House ; Rutili.

Mollendo, the terminal of the Southern Railway, is the port of Arequipa (107 miles) and a chief gate for Bolivia. The roadstead is open and liable to disturbance by storms. Landing is by shore

boat. The town is not imposing in appearance, although it is the main port for Southern Peru. Population, 15,000. Principal export, wool.

South-bound passengers wishing to see the interior of Peru and Bolivia disembark at Mollendo and go *via* Lake Titicaca to La Paz. They can return to the Pacific coast at Mollendo, Arica or Antofagasta, or proceed to Buenos Aires (2,100 miles). The voyage southbound can be continued by another vessel, or possibly by the same steamer caught on its northbound voyage.

A shorter trip can be made by the Southern Railway to Arequipa, and on *via* Juliaca to Cuzco, the most ancient city upon the Southern continent, with magnificent temples, churches, and Inca ruins. The journey is varied and interesting, more particularly the beautiful scenery as Arequipa is approached. There are motor roads to Arequipa and Moquegua.

A new port has been built at Matarani, 9 miles to the north, from which a railway is being built to La Joya, on the Southern Railway.

Landing :—Motor launch.

Hotels :—Plaza, soles 10; Europa; Salerno.

Rail :—To Arequipa, daily except Sunday. For Arequipa to Puno, Cuzco, etc., see under Arequipa. Mollendo, *via* La Paz, to Buenos Aires.

Steamers :—1 weekly to Liverpool. An outward and homeward port of call for all P.S.N.C. passenger vessels: P.S.N.C. steamers to New York, *via* Bermuda, also to Montreal (Canada) *via* Bermuda. 1 weekly sailings to New York *via* Havana, Key West or New Orleans; there are other sailings to north and south weekly by local steamers. Grace Line have 15 sailings north to New York and south to Valparaiso each month.

Cables :—West Coast of America Telegraph Co., Ltd. (British), at Railway Station.

Moquegua, the terminus of the standard-gauge railway from Ilo, is 60 miles from that port. The principal local products are wines, olives, oil, cotton, fruits, copper and lead. Population, 3,885; altitude, 4,500 ft. Motor road to Mollendo, Ilo and Taena.

Hotels :—Central, Union, Limonares.

Oroya, 137 miles inland from Callao, at the junction of the Cerro de Pasco and the Central Railways, is the seat of the large copper smelting plant of the Cerro de Pasco Corporation, and the home of a number of American mining officials. The town is at the fork of the Yauli and Mantaro Rivers at an altitude of 12,180 ft., and has 14,935 population. Copper ore from the Yauricocha mine is taken to the smelter at Oroya over a 10 mile aerial tramway and a 50 mile railway. Roads to Lima, Cerro de Pasco, San Ramon, and Cuzco. To Lima, across the Andean Divide (15,655 feet) is 5 hours by car.

Hotels :—Junin; Mauro; Wilson; Mercantil.

Pacasmayo, 65 miles north of Salaverry, has a good pier, and exports rice, cotton, silver, hides and copper. A short railway runs into the interior to Guadeloupe and Chilote (105 kilom.). A short road connects with the Pan-American Highway at San Pedro. Callao steamers call. Population, 4,500.

Hotel :—Ferrocarril.

Paleta, a port of Northern Peru exporting cotton, hides, skins and Panamá hats from near-by Catacaos. The population is only 6,958, but it ranks third in importance in Peru, for it taps the chief cotton-growing districts. The town has an old-fashioned Spanish appearance, and is worth seeing. The buildings are mostly of wood. Though near the Equator, the climate is healthy. Its ancient church

contains a miraculous statue of the Madonna. Water is brought to the town by rail. Roads run north and south along the coast and inland.

Hotels 1—Pacifico; Victoria; Pensión Ricardo Seminario.

Excursion 1—Piura, 60 miles by rail, or 40 by motor road, was founded three years before Lima, and is the capital of one of the richest districts on the coast.

Shipping 1—Outward and homeward port of call for all P.S.N.C. passenger vessels. To Guayaquil fortnightly; weekly coastal service to Callao. Grace Line weekly sailings north to New York and south to Valparaiso each month.

Cables 1—All America Cables & Wireless, Inc. Agent: Arturo A. Pallero, Plaza de Armas.

Pimentel, a major port to the north of Iten, serves its district for the export of sugar, etc. It is also a favourite summer resort, with a broad, sandy beach. Coastwise steamers call. It is reached from Chiclayo (13 kiloms.) by a good road which branches off from the Pan-American Highway, and by electric trains. There are motor services to Piura (10 hours), Pacasmayo (4 hours), and Trujillo (10 hours). Population, 15,000.

Hotels 1—Comercio; Victoria.

Pisco, a major port 130 miles south of Callao, is on the Pan-American Highway and taps an agricultural hinterland. Passengers by ship going north see a green valley and bright vegetation, a welcome relief from the general barrenness of the coast. The town is divided in two. Pisco Pueblo remains faithful to its colonial past. It is still an old-world town—clustering round a typical Spanish plaza. Pisco Plaza is modern and industrial, the third most important export port in Peru, depending mainly on the cotton, grape, and wine from the Chincha, Pisco, and Ica valleys. There is a railway to Ica (45 miles), and a regular motor service over a good road to Lima and southwards. Population, 6,000.

On the Paracas Peninsula, 20 miles south, there are pre-Inca and Inca remains. One city, buried in sand, and provisionally named Cerro Colorado, is supposed to date from 1000 B.C.; another, Cabeza Larga, from 500 B.C.; and there is a third, an Inca City, near-by. The remains include a curious series of bottle-shaped burial caverns, gold ornaments, ceramic pieces, and textiles. The modern Hotel Paracas, facing Paracas Bay, 15 kiloms. south of Pisco, is a good centre for exploring the peninsula. The Hotel provides tennis, golf, and an open air swimming pool. There is excellent sea-bathing and fishing, and sailing boats are for hire.

Hotels 1—Paracas; Pisco; Humberto; Gran.

Piura, 60 rail miles inland from its port Paita, and about 40 by road, is the oldest Spanish settlement, for it was founded upon another site by Pizarro in 1532. It has many buildings of the colonial type, and is the home of several old Spanish families. The water supply is poor. It is the heart of the main cotton belt in Peru. Population, 23,000. A network of roads connects it with the Pan-American Highway and with many towns to the north-east.

Hotels 1—Colón; State Tourist Hotel, 32 rooms.

Rail 1—Paita and Piura Railway.

Cables 1—All America Cables & Radio, Inc. Agent: Miguel M. Temple, Calle Apurimac 371.

Puerto Chicama (formerly Malabrigo) is the shipping point for sugar grown in the Chicama Valley. A light railway runs to Ascope (for Trujillo), and to the Casa Grande sugar estates, six times a week. On the Pan-American Highway.

Hotels 1—Gracey (8 beds); Popular (10 beds).

Puno, capital of the department, altitude 12,648 feet, population 15,880, stands on the north-west shore of Lake Titicaca, 218 miles

from Arequipa, 820 miles from Lima, and 171 from La Paz, Bolivia. From the mole at Puno lake steamers leave for Guaqui, *en route* for La Paz, on Monday, arriving at Guaqui on Tuesday morning. A train for La Paz connects with the steamer at Guaqui. Motor roads are open to Cuzco, Arequipa, and southwards to Guaqui.

Hotels :—Ferrocaril (74 beds), S4 ; Nava (8 beds), S3 ; State Tourist Hotel ; El Extra ; Velasco.

Rail :—Southern Railway. Trains for Mollendo leave Tuesdays, Thursdays and Saturdays, 8.00 a.m., arrive Arequipa 5.35 p.m., leave Arequipa daily 8.30 a.m., arriving Mollendo 12.45 p.m. Night train leaves Puno Friday, 9.35 p.m., arriving Arequipa 6.45 a.m. Saturday.

Quilca, 34 miles by sea north of Mollendo, is a smooth-water port, deep, well protected and safe at all times, but suitable only for small vessels and tugs. It has a good wharf for cargo. It is served by weekly services from Mollendo. A road through Camana connects with the Pan-American Highway. The port serves the Camaná Valley, a centre of the cotton-growing industry. Sugar is grown in moderate quantities. Other products are cereals, wine, and cattle. The population of the valley, 20 miles distant over a steep hilly coast road, is from 8,000 to 9,000.

Salaverry, a port with a population of 5,000, is connected by Pan-American Highway and rail with Trujillo (9 miles), with which it has a considerable trade. It serves for the export of sugar from the Hacienda "Cartavio" and others. The roadstead is open and ships discharge into lighters.

Hotel :—Americano.

Steamers :—Weekly to Cristobal, Guayaquil and Ilo, and weekly to Valparaiso, fortnightly to New York. Grace Line have 3 steamers south to Valparaiso each month.

Rail :—To Trujillo five times daily.

Santa Ana, on the Urubamba River, 100 miles north-west of Cuzco, is an outpost for the forest region extending to the Brazilian frontier. There is a State railway from Santa Ana to Cuzco (100 km.).

Sicuani, on the road and railway from Cuzco to Juliaca (123 miles), has a population of 15,000, and is the centre of an agricultural and pastoral district. Altitude, 11,650 ft. The market place is picturesque.

Hotel :—Lafayette.

Sullana, 38 miles from Paita on the Paita-Piura railway, in a corn and cotton growing district, has a population of 12,000. The district is one of the few remaining sources of cinchona bark. It is the centre of a network of roads, two of them to Paita and Piura.

Supe, a small port 90 miles from Callao and 20 miles from Huacho (to which it is connected by rail), has a population of 6,000, and exports sugar, cotton, and cattle. It is connected by rail and Pan-American Highway with Lima. The district is served by short lengths of railway extending inland to Barranca, Paramonga, Pativilca and San Nicolás. A motor-bus runs to Huacho, San Nicolás, and Barranca. Historic ruins (Paramonga Fortress) are near Supe.

Hotel :—Venezia (10 beds).

Steamers :—Weekly to Valparaiso.

Tacna, capital of Tacna province ; altitude, 1,800 feet ; population, 11,358 ; is an agricultural centre, 40 miles by rail from Arica. The Campo de la Alianza, scene of a bloody battle between Chilean and Peruvian-Bolivian forces (1880), is on the heights above the

town. The soil is fertile, and fruits and flowers abound. Tobacco is grown in the vicinity, and sulphur is mined. The houses are thatched as protection from the heat, and are chiefly single-storeyed buildings in the colonial style, ornamented richly by carvings. Tacna is frequented by Indians from the Bolivian highlands, with their llamas. There is a daily train to Arica and bus services. Motor road through Moquegua to Lima.

Hotel :—Quinta Quevedo ; Raiteri (30 beds).

Cables :—All America Cables & Radio, Inc., Calle San Martin 482.

Talara, 40 miles north of the port of Paita, a chief centre of the petroleum industry, owes its development to the Canadians. Water is brought by a 40-mile main, and drainage, gas, and electricity have been supplied. Oil is pumped about 14 miles from Lobitos to this point for refinement. Population, 14,467. Asphalted roads to neighbouring towns.

Hotel :—Royal.

Tambo de Mora, a small port 12 miles north of Pisco, has a population of 2,000. Cotton, cotton-seed oil and oil cake are produced, and north-bound P.S.N.C. steamers call during the cotton season. Ships of the Chilean Line and Peruvian Steamship Co. call about every 10 days. The harbour is an open roadstead. Ships discharge by lighters. It is connected to the Pan-American Highway.

Hotels :—Massa (40 beds) ; Globo (10 beds).

Rail :—Trains twice daily to Chíncha (7 miles).

Tarma, 30 miles from Oroya upon a good motor road and 10,000 feet above the sea, is noted for its healthy climate and the beauty of its situation. Grain and potatoes grow in abundance, copper and silver are mined, and livestock is raised in the neighbourhood. Population, 7,860.

Hotel :—Daneri's.

Trujillo, capital of the department of La Libertad, has a population of 41,589, and stands at an altitude of 200 feet on the Moche River, 300 miles by Pan-American Highway from Lima and 9 from Salaverry. It was founded in 1535 by Pizarro, and is the third largest city in Peru, ranking only after Lima and Arequipa. The atmosphere of Colonial and Conquest days still hangs about Trujillo. It is a city of old churches and graceful colonial balconies and windows. It has an ancient University, and besides the Cathedral, there are ten or more large churches dating from Colonial days. Like many Italian towns it seems to have been able to absorb the tide of modern commerce without losing its distinctive flavour.

It is increasing in importance with the extension of copper-mining. The sugar crop of the district represents about half that of the country. Cocaine is manufactured, there is a large knitting factory, several tanneries, a large brewery, and rice mills. See the notable Larco Herrera museum.

Rail :—Trujillo Railway to Salaverry.

Hotels :—Americano ; Nuevo ; Jacobs ; Italiano ; State Tourist Hotel.

Cables :—All America Cables & Radio, Inc. Agent : Victor Arenas, c/o Northern Peru Mining & Smelting Co., Plazuela de la Merced.

Four miles west of Trujillo stand the ruins of Chan-Chan, the imperial city of the Chimu Empire (overcome by the Incas circa 1400). The dilapidated city walls enclose an area of eleven square miles containing the remains of palaces, temples, streets, houses, gardens and a canal. The adobe walls bear well-preserved moulded

decorations in artistic patterns, and painted designs have been found on pottery unearthed from the debris of a city ravaged by floods, earthquakes and treasure-seekers. The ruins can be reached from Trujillo by car, and there is ample time for a visit when the steamer stays the whole day at Salaverry. There is a museum of the treasures unearthed at near-by Chicla.

Tumbes, occasionally visited by coasting steamer, is the most northerly Peruvian port. It is on the Tumbes River, has a few hundred inhabitants only, and is a centre for charcoal burning and tobacco growing. Here Pizarro landed for his conquest of Peru. It is the point from which the Pan-American Highway starts.

Hotels :—Oriente ; State Tourist Hotel.

PHYSICAL FEATURES.

The name **Peru**, given to the country by the Spaniards in the sixteenth century, and of uncertain origin, is said to have originated from the misrendering of an Indian word "Pelu" (river). The existence of such an Indian name has been doubted.

The 482,440 square miles of Peru are divided naturally into three well-defined regions :—

(1) The narrow coastal strip between the Maritime Cordillera and the Pacific, 25 to 50 miles wide, arid and sandy, but intersected by fertile valleys. Irrigation has converted some of it into Peru's main source of cotton, sugar, rice, fruit and vegetables.

(2) The Sierra or Andean region, 200 to 250 miles wide and at an altitude of from 4,000 to 20,000 ft. The larger mining cities are in this zone. Western Peru, the developed part of the country, is divided more precisely into four regions : Puna, or plateaux and great altitudes ; Sierra or foothills ; Quebrada or lower slopes, broken by gorges ; and the Coastal plain. It is on the Sierra that the main cereal crops (wheat, maize, barley and oats) are grown.

(3) The Montana includes the heavily forested tropical eastern slopes of the Andes and the lowlands of the Amazon basin. This zone, half of all Peru, is sparsely populated ; contact with Lima is mainly by air. Its natural outlet is the Amazon.

The coast line is about 1,400 miles. Of the numerous islets may be mentioned Foca, San Lorenzo, San Francisco, Lobos de Tierra, and Lobos de Afuera, which possess rich deposits of guano. Piura, the great desert-region of the coast, extends for 200 miles from the gulf of Guayaquil to the Morope Valley, and here rain falls at intervals of three and four years. The second section of the coast country, also about 200 miles long, includes several well-watered valleys. In a third coastal section is the River Santa, which, rising in the Lake of Conococha nearly 13,000 feet above sea-level, has a course of 180 miles. The fourth section, of some 300 miles, contains the great valley of Cañete, famed for its cotton. The fifth, the Arequipa and Tacna area, covering 350 miles, includes numerous fertile valleys.

The great **Cordilleras** of the Andes enter Peru from the south in two separate chains : one from Bolivia and the other from Chile. These two unite together near Lake Titicaca, forming the Nudo de Vilcanota (Vilcanota Knot), 17,380 ft. Here they again separate into two chains : Western and Eastern, and come together once more near Cerro de Pasco (Pasco Knot). Continuing northwards they are divided into three parallel ranges : Western, Central and Eastern. The Western and the Central finally join in Lota (Ecuador), whilst the Eastern chain, losing altitude, joins the Central Cordillera.

The Western Cordillera is the highest, and from it many rivers

flow to the Pacific. The higher peaks include Chopicolqui, 22,000 ft. ; Hauandoy, 21,300 ft. ; Hualcan, 21,000 ft. ; Autison Raju, 20,300 ft. ; Chachani, 21,220 ft. ; Vilcanota, 17,380 ft. ; Pichu-Pichu, 18,600 ft. ; Coropuna, 21,700 ft. ; Solimani, 20,700 ft. ; Sarasara, 20,300 ft. ; and Huascaran, 22,000 ft., the highest mountain in the country. In the Eastern Cordillera the chief peaks are Azungate, 21,000 ft. ; Soirococha, 18,600 ft. ; and Salcantay, 17,100 ft. The mountain region includes plateaux, of which that enclosing Lake Titicaca is the chief. The gorges cut by streams in the mountains are known as "pongos."

Lakes:—In addition to Titicaca (5,500 square miles), the lakes include Chinchaycocha or Junín, near Cerro de Pasco, measuring 37 by 7 miles, and Lauricocha, sometimes described as the source of the River Amazon, 14,270 feet above sea-level. Lake Pun Run, in the province of Junín, is 14,200 feet above sea-level. Titicaca is the largest lake in South America.

The great rivers of the Peruvian sierra are the Marañón, the Huallaga, and several tributaries of the Ucayali. Most of these run through great gorges in a tropical climate ; above them is a comparatively temperate zone, and, still higher, a cold and freezing plateau. The tropical forests at the foot of the Andes are traversed by navigable streams. The Marañón and the Huallaga unite, and are joined by the Ucayali, all forming part of the upper waters of the Amazon. The forests traversed by these rivers form the northern section of the Peruvian montaña. The southern half has rivers coming from the Eastern Andes, which help to form the Madre de Dios. This fertile region covers 800 miles from the Marañón to the frontier of Bolivia, and divides itself naturally into the sub-tropical forests east of the Andes and the tropical forests in the plains of the Amazon. There are 58 rivers flowing to the Pacific.

The climate varies greatly according to the altitude. Along the Pacific coast it is semi-tropical, cool all the year round on the inland plateaux, and very hot in the eastern Amazon district. There is practically no rain on the coast, but the heat is moderated by the Humboldt current. At times in the winter, when heavy fogs come inland from the Pacific, the coast is cool. Inland, at the foot of the Andes, temperatures are often much higher than on the coast. There is some summer rain on the western slopes of the Andes and in the high plateaux, and very heavy rain in the Montaña. The dry season is November-April ; the wet season May-October.

Colonization:—Attempts have been made to populate the vast tropical region in the eastern portion of the country. The most important scheme is for the settlement of 12,500,000 acres in the district between the Huallaga and Ucayali Rivers, now tapped by a main road from Lima. Another plan is for the settlement of 3,000,000 acres near the Satipo River. On the Perene Colony, 10 miles north of La Merced, coffee, fruits and fibres are grown with Indian labour. The colony is connected by a motor road, 100 miles long, with Oroya. The Peruvian Corporation own the property.

Note :—Immigration has been restricted since 1930. No visas are given to third class passengers unless they are in possession of at least \$2000.00.

A PERUVIAN CALENDAR.

- 1530. Pizarro and Almagro begin the occupation of Peru. The Inca Atahualpa defeated and captured by Pizarro.
- 1533. Execution of Atahualpa. Capture of Cuzco by the Spaniards.
- 1535. City of Lima founded.
- 1541. Assassination of Pizarro.
- 1551. Antonio de Mendoza made Viceroy.
- 1560. First olive tree planted in Peru.
- 1567. Jesuits arrive in Peru.
- 1570. Tribunal of the Inquisition founded.
- 1571. Execution by the Viceroy of "the last of the Incas," Tupac Amaru.
- 1574. System of galleons introduced.
- 1574. Drake harries the coast.
- 1582. System of runner posts introduced.
- 1796. Ambrose O'Higgins made Viceroy of Peru.
- 1819. Navy organized for the liberation of Peru, under Lord Cochrane, arrives off Callao.
- 1821. San Martín proclaims the independence of Peru.
- 1823. José de la Riva Agüero elected first President.
- 1824. Battle of Ayacucho. Bolívar elected President.
- 1827. General de Lamar succeeds Bolívar.
- 1828. Constitution promulgated.
- 1829. War with Colombia. Lamar deposed.
- 1835. Santa Cruz intervenes in Peru and establishes the Peru-Bolivian Confederation.
- 1839. Peru-Bolivian Confederation defeated by Chile.
- 1846. Exportation of guano begun.
- 1847. Unsuccessful invasion of Peru by the Bolivian General Ballivián.
- 1855. Slavery abolished.
- 1866. Peru joins Chile, and declares war on Spain. Callao bombarded.
- 1868. Treaty of peace with Spain.
- 1876. Peruvian-Brazilian frontier dispute settled.
- 1879. Outbreak of the Nitrate War.
- 1881. Lima occupied by the Chileans.
- 1884. Peace signed with Chile.
- 1884-5. Insurrection under General Cáceres.
- 1886. General Cáceres elected President.
- 1892. Great fire at Callao.
- 1895. Lima besieged by insurrectionists. General Pierola elected President.
- 1929. Tacna Arica dispute settled.
- 1930. Bolívar Centenary. President resigns.
- 1932. Difference with Colombia over Leticia territory.
- 1933. Assassination of President Sánchez Cerro. New Constitution.
- 1934. Leticia dispute ended.
- 1935. Fourth Centenary of Lima.
- 1942. Boundary settled with Ecuador.

POPULATION.

The **population**, was estimated at 8,061,000 on July 1, 1948. Of these about two-thirds are of pure Indian stock; the tribes of the Amazonian region number about 350,000. White or mixed races account for 52.9 per cent., but the ruling class of Spanish descent is not more than 500,000. There are 29,054 negroes, 41,945 Chinese and Japanese, 2,301 British residents, and 1,129 from the United States.

Life at High Altitudes:—The effect of life at such altitudes as 15,000 feet has been studied in the High Andes. Professor Barcroft of Cambridge, examining native boys engaged in heavy labour at the mines, found their stature small, their chest development great, "their ribs standing out like ribs of a barrel." Their blood, containing an unusual number of red corpuscles, was specially adapted for picking up the relatively small amount of oxygen in the air. European engineers long resident at these heights undergo a similar

adaptation, but suffer a certain loss of vigour.

Native Indians :—The Aymara and Quechua peoples are the two chief native Indian races. The former inhabit the borders of Lake Titicaca and the mountain plateaux, and the other the lowlands. The races differ greatly in character. The Aymara is fierce and bold, of medium stature and great strength. He endures extreme cold in comfort, and is a wonderful walker. The Aymaras are copper-coloured or olive-brown, and make good soldiers.

The Quechua is lighter in colour, and his character is docile. He is very strong, and the women are said to be stronger even than the men.

Social insurance legislation in Peru provides for compulsory health, maternity, old age, invalidity, and death insurance for obreros (workmen) earning up to 9,000 soles annually, and for empleados (white-collar employees). The law applying to obreros requires that contributions be paid amounting to 6 per cent. of wages by employers, 3 per cent. by obreros and 2 per cent. by the Government. Social insurance for obreros is administered by the Caja Nacional de Seguros Social. The law applying to empleados temporarily fixed contributions at 3 per cent. for employers, 1.5 per cent. for empleados, and 0.5 per cent. for the Government. Social insurance for empleados is administered by the Cuerpo Organizador del Seguro Social del Empleado. Empleados, after 4 years of service with the same employer, are also entitled to life insurance at the employer's expense.

GOVERNMENT.

President : General Manuel A. Odría.

President of Council, Minister for War General Zenon Noriega.

Foreign Affairs Dr. Manuel C. Gallagher.

Home Affairs Dr. Ricardo de la Puente y Ganosa.

There are nine other ministries.

A new constitution was promulgated on April 9th, 1933. Legislation is vested in a congress composed of a Chamber of Deputies elected by direct suffrage, and a functional Senate. The number of Deputies and Senators is fixed by law. The Chamber of Deputies and the Senate are elected for a period of five years. The President, to whom is entrusted the Executive Power, is elected for five years and may not be re-elected until after one Presidential term has passed. Male citizens over 21 and able to read and write are eligible to vote. Registration and voting are compulsory up to the age of sixty.

ADMINISTRATION.

There are twelve judicial districts in which justice is administered by superior and minor courts, and there is also a Supreme Court at Lima, the judges of which are chosen by Congress.

The 23 departments are divided into provinces (114 in number) and the provinces into 873 districts. Each department and province is administered by a Prefect and Sub-Prefect.

The army upon a peace footing numbers 15,000. The navy includes cruisers, destroyers, submarines, a river flotilla and auxiliary vessels. Both army and navy have aviation branches.

The Constitution guarantees complete religious liberty. The religion of the Republic is Roman Catholicism. The churches and convents are protected by the State. Lima is the seat of an archbishop, under whom are 13 bishops. Civil Marriage is obligatory and absolute divorce has been established.

The language is Spanish, but the Quechua and Aymara dialects are spoken among the Indian population.

NATURAL RESOURCES.

Agriculture employs a large majority of the people despite the expansion of the mining and oil industries. About 3,800,000 acres are cultivated in the irrigated coastal lands and in the mountains.

Cotton is indigenous and is cultivated in 35 of the coastal valleys and a few inland districts. Four chief varieties are grown, greatly differing from each other in their general characteristics: Tangüis (83 per cent. of exports), resistant, white, and lustrous, grown in Ica and elsewhere; Pima, from Piura, longer than Tangüis, fine and supple; Alcala and Delfos, mostly from Piura. Sea Island and Sakel varieties are grown upon a smaller scale. Britain takes 40 per cent. of the exports.

Cotton is grown on about 145,000 hectares. The greater part of the crop is obtained from the southern coastal valleys, where a rich alluvium is deposited by the melting snows of the Cordillera. Pisco is the principal point of export here. The main picking seasons are earliest in the northern valleys, where they extend from January to May. From Lima to Pisco picking is from April to August or September. The Ica district yields a small summer and a larger winter crop. Probably 40,000 labourers are employed upon the large estates and in addition there are many thousands of small cultivators. Increased irrigation promises to enlarge the acreage under cotton in the coastal area and cotton might be grown upon large tracts in the Amazonian region. Production was 1,600,000 quintals in 1950—the highest for ten years.

Internal consumption is estimated at 12,429 m. tons. Exports: 1949—56,156 m. tons, value \$630,559,000; 1950—61,039 m. tons, value \$1,012,518,000.

Cotton seed and its derivatives, oil and cake, are an important national industry.

There are 20 cotton seed mills near Lima and in the provinces.

Sugar, the second agricultural crop, is grown along the coast and in the deep valleys of the Andes. The Chicama Valley, north of Trujillo, is first in importance, the Lambayeque Valley, near Pimentel second, and the neighbouring Santa Catalina Valley, third. There are important sugar estates in the Carabayllo Valley, on the Lima-Ancón railway. The Saña Valley, near Eten, the Pativilca, near Supe, and the Nepeña, near Samanco, are all considerable sources. There is no time of year when planting and harvesting cannot go on, and the sugar mills grind the year round. Conditions of soil, climate, labour, cost of production and freedom from disease are exceptionally favourable. The area under cane is about 50,830 hectares. Large estates are the rule, and it is computed that 10 estates raise about 95 per cent. of the total crop (475,000 l. tons in 1950-51). About 189,000 m. tons are locally consumed. Sugar accounts for 23.4 per cent. of Peru's exports.

About 15,000,000 litres of sugar cane spirits are produced annually and used partly for the production of good liquors.

Exports: 1949—282,405 m. tons, value \$346,589,000; 1950—290,520 m. tons, value \$442,860,000.

Rice, grown in the Lambayeque Valley, Pacasmayo and Piura, by methods capable of improvement, is planted upon 47,100 hectares

and hulled in local mills. Production of milled rice, 1951, was 118,660 m. tons. Consumption is about 116,000 m. tons a year.

Wheat is grown upon the higher lands, generally without irrigation. The crop of about 100,000 tons, from 106,000 hectares is consumed locally. Home consumption is about 205,000 tons a year, so that imported wheat is used upon the coast. Experimental stations have been opened for the improvement of the yield. **Quinoa**, (30,000 m. tons), called "Peruvian Wheat," is grown upon the higher lands and mixed with imported wheat to make a very good bread. **Barley** (143,000 m. tons), thrives at 12-14,000 feet, and together with quinoa forms a staple food of the Indians of the sierra. **Maize** or "Choclo" (404,000 m. tons), grows at all elevations up to 13,000 feet, and yields heavy crops in the Arequipa district.

Vegetable gardening is encouraged by grants of guano manure at reduced prices. Green vegetables grow freely near the coast and inland and realize good prices in Lima. Peas and beans of many varieties are widely distributed. The root crops are large and potatoes do well at all altitudes. In the warmer regions mandioca or "Yuca" is cultivated by Indians.

Fruit-growing:—The Urubamba Valley, near Cuzco, is one of the best-favoured districts and is famous for its pears. Strawberries are grown for market near Lima. Date-palms flourish between Pisco and Ica. Excellent oranges are grown near Palpa. Bananas are imported from Ecuador, although the Peruvian coastal valleys are suitable for their culture. The excellent grapes of Southern Peru ripen when the markets of the northern countries are short of supplies. Olives and figs do well in the southern valleys. Arequipa guayabas are famed. Peaches, pears, plums, quinces, and apples all grow on the sierra. Raspberries and blackberries are native to the Andes. Fresh pineapples are exported to Chile. The opportunities of improving the quality of these fruits, and of preserving and marketing them deserve attention.

Among fruits not often found elsewhere are the highly perishable chirimoya, or custard apple, the sugary lúcuma, the níspero del Japón, or loquat. The capuli, or wild cherry, grows on the roadsides of the higher Andes.

Vines are cultivated in Chincha, Majes, Ica, Lima and Moquegua on 7,000 hectares. White and red wines are produced (22,400,000 litres about), as well as about 2 million litres of **piscos**, or pure grape spirits.

Coca is grown in the Cuzco, Ayacucho, and Huánuco districts. Coca in the leaf is consumed locally by the Indians, but cocaine is made at Huánuco and Trujillo. There is a considerable export of both cocaine and of dried leaves to Europe and the U.S.A.

Coffee from the coastal valleys, some sierra districts and points in the eastern montaña is consumed locally and leaves a small surplus for export. The Perene Colony, a main centre of production, is becoming an important source of high-class coffee. Plantings have also been made on a fairly large scale along the banks of the Putumayo, and there are small annual exports through Iquitos. Production is about 5,950 m. tons. Export, 1950—1,035 m. tons.

Cacao is mainly grown in the Cuzco district, but does not amount

to more than 200-300 tons per annum. About 200,000 cacao trees have been planted in the Perene region, and there are plantations near Pevás, on the Amazon, and in the Huallaga hinterland.

There are 1,200 hectares under Tea in Peru, with an annual output of some 300,000 kilos to meet a local consumption of 500,000 kilos.

Tobacco is a State monopoly, and may only be grown lawfully under licence. The quality is irregular, and both leaf and manufactured tobaccos are imported. Experiments with Cuban and other varieties are going on in Tumbes and in the Tingo María districts, in the hinterland of the Huallaga River. Production was 1,835 m. tons in 1950; consumption is 2,154 m. tons.

About 16,000 m. tons of **vegetable oil** is produced annually, mostly from cottonseed. Sunflower seed yields between 250 and 300 m. tons a year, and small amounts of peanut oil are extracted.

Olives grow in the Moquegua Valley to an estimated total of 1,000 tons a year. They are also grown in the valleys of Camaná, Vitor, Ilo, and Azapa. Oil extracted from them at Ilo is used for cooking in all parts of the country, and is also used for the manufacture of soap at Ilo, Arequipa, Callao and Lima.

Castor oil is produced in Paita province from beans cultivated in the Department of Piura. The plant grows wild throughout the cotton districts. There are small exports of spices—chili pepper and aniseed.

Flax fibre is grown and there is a processing plant at Barranca. Hemp, too, is now grown. Flax fibre and tow are exported.

Irrigation was practised before the Conquest. It is indispensable in the rainless coastal region, and necessary to secure an even supply of water on the mountain slopes. The work is supervised by the Comisión Técnica de Aguas. It is due to artificial irrigation that agriculture has become the chief source of wealth. About 200,000 hectares are irrigated within the coastal zone.

About 20,000 acres of desert in the Cañete valley have been fertilized by the Pampas Imperial irrigation scheme. The Government has brought under irrigation about 100,000 acres in Piura and Lambayeque departments at a cost of £5,000,000. About 20,000 hectares of the Pampas of La Joya, near Arequipa, and of Yauca in the Department of Arequipa, are now irrigated. Another 30,000 hectares are irrigated in the departments of Piura, Lambayeque, and Arequipa.

Livestock:—The available information suggests the following estimated totals:—

Cattle	2,661,995	Donkeys	340,672
Sheep	17,277,626	Alpacas	1,169,372
Goats	962,471	Llamas	650,000
Horses and Mules	575,587	Swine	775,941

Cattle are bred successfully in the central highlands of Junín at an altitude of 14,000 feet, near the works of the Cerro de Pasco Copper Corporation. Dairying in the Lima district suffers from want of forage. About 500,000 lb. of butter a year is made in the Junín Department.

The slaughterhouses of the Frigorífico Nacional have a daily capacity for 600 head of cattle, 2,500 sheep and 400 hogs. In addition, the plant turns out an increasing quantity every year of hams, sausage meat, bacon, etc., as well as such industrial products as dried blood, tankage, bone meal, poultry foods, lard, tallow and hides.

Annual slaughter in all Peru is about 349,400 cattle, 1,200,000 sheep, and 634,400 goats. Some live animals are imported for slaughter from Nicaragua. Much meat is imported.

Cattle and horses are being improved by the *Asociación de Ganaderos del Peru*, Lima, and sheep by the Government Model Farm, Chuquibambilla, Puno. The highlands are the natural habitat of the alpaca, reared for its wool, and the llama, the traditional beast of burden. The guanaco is not economically important, and the vicuña, famous for its fine wool, is extremely rare.

Production of hides and skins annually : cattle hides, 290,000 ; sheepskins, 1,300,000 ; goat skins and kid skins, 820,000 ; deer-skins, 30,000 ; black peccary, 25,000 ; grey peccary, 35,000 ; alligator, 27,000. Hide and skin exports, 1949—1,090 m. tons ; 1950—1,373 m. tons.

Wool is the most important commodity in the trade of the Arequipa district, where a number of new mills are absorbing most of the sheep's wool clip. Peru has about 12,000,000 sheep, mostly in the departments of Puno (6,000,000), Junín, Cuzco and Arequipa. The wool clip is 8,500 m. tons, with 2,393 m. tons from alpacas and llamas. Improved Peruvian wool grown on merino and crossed merino sheep is exported. Export of sheep, alpaca and llama wool—1949—4,568 m. tons, value \$50,362,814 ; 1950—7,467 m. tons, value \$118,331,000. Of this, 3,923 m. tons was alpaca wool.

The abundance of **fish** in Peruvian waters includes tunas, bonitos, swordfish, mackerel, herrings, and anchovies. The fishing industry (including shark fishing for livers) has increased rapidly. Callao, Ilo, Chimbote, Talara and Paita are the principal centres. There are now over 50 canneries. The fish catch in 1950 was 57,600 m. tons. Some 17,828 m. tons of fish and fish products valued at \$81,264,500, were exported in 1950.

Forest Products:—The Montaña, in the eastern part of the country, is rich in timber which cannot profitably be brought to the coast. Cedar, oak, and mahogany abound, and the timber ranges from extremely hard steelwood (palo acero) down to soft light wood like palo balsa, used in building native boats and model aeroplanes.

The only export of hard woods is made *via* the Amazon River from Iquitos, where there are sawmills. The best rivers for timber exploration are those of the Amazon and Marañón. Mahogany and cedar are exported to a small extent.

Before the advent of plantation **rubber**, wild rubber collected in the Peruvian Orient was one of the principal exports. It has decayed to insignificant proportions. The rivers along which rubber is collected include the Ucayali-Tapiche, Huallaga-Marañón, Napo-Amazonas, Yavari and Putumayo. Iquitos is the centre of the trade. Production was 1,477 m. tons in 1950.

Tagua or vegetable ivory, the produce of the yarina palm, is exploited largely by Iquitos river-traders and exported in small quantities.

Quinine, copaiba, and quillaia are three out of the hundreds of medicinal plants commonly met in the forest region. **Cube** (Barbasco root), which, by reason of its high rotenone content, is a powerful insecticide, is exported to the U.S.A. Exports : 1950—

dry roots, 3,616 m. tons, value U.S. \$630,000 ; powder, 834 m. tons, value U.S. \$245,000.

Balatá trees are felled, not tapped, by native collectors, and the supply is diminishing. "Quinilla" is the local name for the several species of trees, which are especially abundant on the eastern side of the Andes in the Ucayali district. Export is now small.

About 3,000 m. tons of tara in pods, for tanning, are produced, and some exported as powder, and as pods.

Other forest products are milk caspi, condurango, tara, ceibo, and zonca (vegetal wool).

MINERAL RESOURCES.

Petroleum:—The main oil belt lies immediately south of the Ecuadorean frontier, in a narrow coastal strip between the ports of Paíta and Tumbes. There are three producers with over 3,600 wells :—

The International Petroleum Company, a subsidiary of the Standard Oil Company of New Jersey, operates the La Brea and Pariñas fields at Talara and Negritos. The annual output is 11,912,964 barrels. Its refinery at Talara has a daily capacity of 38,500 barrels and storage for 2,600,000 barrels. Part of the Lobitos crude oil is refined here.

The Lobitos Oilfields (England) has a daily average of 9,600 barrels, at Lobitos and Cabo Restin. Some are 6,000 feet deep.

The Zorritos, the first field to be exploited in Peru, about 18 miles south-west of Tumbes, has been bought by the Government. Annual output, 123,000 barrels. It has its own refinery, and its products are sold in Peru. The Government's Villar deposits are near-by.

A promising new field lies 40 kiloms. south of Pucallpa. This is the Ganso Azul oil dome on the Pachitea River, in the Amazonian basin. The present output is about 194,941 barrels a year. A railway line is being built to connect Pucallpa with Cerro de Pasco and the Central Railway to Callao.

About 30 per cent. of all crude oil produced by the camps is converted into gasoline, kerosine, fuel and lubricants, and either consumed in the country or exported as crude or refined.

Production of crude oil has been as follows, in barrels :—

1933	..	..	13,257,318	1945	..	..	12,468,125
1937	..	..	17,457,014	1948	..	..	14,068,880
1939	..	..	13,607,513	1949	..	..	14,796,091
1940	..	..	12,126,265	1950	..	..	17,480,891

Natural gasoline production, 1949—1,100,000 barrels. Diesel oil—1,083,117 barrels ; asphalt—61,270 barrels.

Exports, 1950—Crude petroleum and by-products, 1,053,789 m. tons. Total value, \$653,982,000. Local consumption is 6,979,345 barrels.

Mining is very much in the hands of North American companies and is carried on chiefly in the mountainous north and centre.

Copper production dates from the formation in 1901 of the Cerro de Pasco Mining Corporation and the subsequent construction of a railway from Oroya to Cerro de Pasco. To-day, 70 per cent. of the copper comes from the mines of this Corporation. There are great reserves of ores as yet unexploited in the departments of Tacna and

Moquegua. These are now being explored by the American Smelting and Refining Company. Production in 1950 was 32,000 short tons. Exports, contents fine in bars, minerals, and concentrates, 1950—30,702 m. tons, value \$151,480,127.

Silver:—Peru is the fourth largest producer in the world. The output arises both from copper-working and from the lead-silver ores of Morococha and Casapalca. During a period of 140 years it is calculated that silver to the value of £100,000,000 was extracted from the Cerro de Pasco district alone. The reserves are beyond calculation. The Central Cordillera is one immense vein of the white metal.

To-day nearly all the silver is extracted from the Cerro de Pasco copper ores and from the Morococha and Casapalca lead ores. Production, 1949—7,007,060 ounces; 1950—7,331,394 ounces. Craft silverwork is also exported.

Gold is found to some extent in almost all parts of the country, and the principal copper and lead mines carry appreciable amounts. The chief gold deposits are in the mountains and along the tributaries of the Amazon, but gold to-day is largely a by-product of the copper companies. The principal regions exploited for gold alone are Huachon, Parcoy, Saramarca, Buldibuyo and Inambari. The Santo Domingo mine upon the Puno-Cuzco railway has been re-opened. The method used is that of washing away gold bearing rock and soil. Total production was 26,963 ounces in 1949, and 28,563 ounces in 1950.

Lead, obtained principally near Casapalca and worked by modern appliances at Pataz, occurs also near Atacocha. Half the production is by the Cerro de Pasco Corporation. Production, 1950—61,000 short tons. Export, metal content, 1950—74,739 m. tons, value \$156,826,325.

Zinc comes mainly from Cerro de Pasco. The Corporation was responsible for almost all the production (74,000 short tons of concentrates) in 1950. Exports, 1950—74,739 m. tons (metallic content), value \$156,826,300.

Vanadium is mined by the Vanadium Corporation of America, at Minas Ragra, west of Cerro de Pasco, at an altitude of 16,500 feet. A new plant at Junasha began operations in 1945. Ore is taken over 5 miles of narrow gauge railway to Lake Pun Run, thence by water to Casa Laguna, then by 12 miles of railway to Ricrán Station on the Cerro de Pasco Railway. Ore is shipped in the raw state (average 15 per cent. metal), and in concentrates, and is about 45 per cent. of world supplies. Output was 814 m. tons in 1949. Export (vanadium content), 1950—1,162 m. tons, value \$10,511,956.

Bismuth. Peru is the largest world supplier. It comes from the smoke condensers of the Cerro de Pasco smelter at Oroya, and from the San Gregorio and Colquijirca mines in the Cerro de Pasco area. Exports: 1950—228.4 m. tons, value \$12,472,295.

The export of other minerals, in metric tons, was as follows:—

	1947	1948	1949	1950
Antimony	—	1,247	687	1,008
Tungsten (WO ₃) .. .	225	60	133	399
Sulphur	791	986	—	100
White Arsenic	448	579	—	7
Induin metal (kilos.) ..	—	450	—	496

Handsome black and gold marble is quarried 18 miles from Lima at Pachacamac. Salt is a Government monopoly.

Large deposits of iron in the form of hematite rest unexploited. The Marcona field, a State property, extends from the mouth of the Ica River, south to Puerto Lomas, at a distance of 10 miles from the coast. It is computed to contain 50 million tons, yielding 60-65 per cent. of iron. A new port, San Juan, is being built to handle the carriage of ore to Chimbote, where a smelter is being constructed.

Limestone is present in the locality, but there is no fuel. There are large quantities of red hematite in the western Cordillera, near the source of the Mantaro River, 130 miles from the coast. There are smaller deposits of iron 60 miles inland from Paita, in the Tambo Grande district ; at Aija, 60 miles inland from the port of Huarney ; and at Callaycancha, north of Aija.

High grade manganese ore is now being mined in the Department of Punó.

Coal is raised for smelting. The tonnage mined by the Cerro de Pasco Corporation is 97 per cent. of the total production. Known deposits of bituminous coal and lignite are generally inaccessible. It is estimated that there are, in reserve, between 700 million and 128 thousand million tons of anthracite, 36 million tons of bituminous deposits, and 35 million tons of lignite. Anthracite is mined at Huayday, 75 miles from Salaverry. Coal production is about 143,056 m. tons, of which 57,539 m. tons were exported in 1950.

Guano is a Government monopoly. The deposit is worked as a mineral chiefly upon the islands, which are taken in rotation after 2½ years' rest. Production in 1950 was 208,000 m. tons.

Cost of Living:—The cost of living, aggravated by adverse exchange, has been rising since 1920. Housing accommodation has been restricted and building materials have been dear. More attention is given to export than to food crops for home consumption, making vegetable foods expensive. Butter, cheese and meat fetch high prices at retail, partly because of difficult inland transport. The import tariff leads to exorbitant charges for clothing and articles both of necessity and luxury. Taking the index figure for 1934-36 as 100, price indices stood as follows in Dec., 1950 : food, 603 ; housing, 302 ; clothing, 518 ; various, 400.

Here are some selected prices at official exchange rates : cheap house, £20 a month ; inferior man's suit, £15 ; medium quality shoes, £3 ; school fee, £4. 10s. a month ; cheese, 8s. 3d. a lb. ; butter, 4s. 7d. ; bacon, 9s. 6d. ; tea, 21s. ; egg, 6d. ; tin of fruit, 7s. 6d. ; tin of powdered milk, 10s. 3d. (fresh milk rare) ; cake of soap, 1s. 3d.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industries:—Peru is primarily a producer of raw materials, but local industries have made great advances of recent years in both productivity and quality. In this they have been encouraged by heavy tariff duties and by the depreciation of the currency. Foreign industrialists and commercial travellers would do well to visit the permanent exhibition of Peruvian industries

opened by the Government at Lima. It would help them to assess their chances of competing with local products.

Most of the industries are concentrated in the provinces of Lima and Arequipa.

The Peruvian cotton industry produces all the yarn, 70 per cent. of cotton piece goods, all knit goods and other wearing apparel used in Peru. There are 5 cotton spinning mills, 4 in Lima, 1 in Arequipa, operating 4,500 spindles. Seven textile mills in Lima and 4 elsewhere have 5,612 looms and 133,694 spindles. The annual consumption of cotton is over 217,000 quintals, and production is about 84 million yards of cloth and 9,940 metric tons of yarn.

There are 7 rayon weaving mills with 602 looms producing almost all Peruvian consumption. There is one rayon-twisting plant, producing 564 m. tons of viscose filament yarn. Yarn is also imported.

The manufacture of woollen materials is progressing rapidly. There are 7 large mills in Lima, Cuzco, and other towns of the Sierra, and a new mill, the Lanificio, largest in Peru, was completed in 1950. Consumption of Peruvian wool is about 7,000 m. tons. There are 10 large knitting mills in Lima, and their products—hosiery, jumpers, underwear, etc.—compare favourably with imported articles.

Quite sound shoes at very low prices are turned out by the tanning and shoe industries and satisfy local demand. The Peruvian Portland Cement Company turns out 1,900,000 barrels a year now. Paint and aluminium hollow ware factories are doing well. Excellent light beers (26 million litres) and mineral waters (700,000 litres) are produced. Peruvian flour has eliminated flour imports. Sweets, biscuits and chocolates are successfully manufactured at Lima. Great progress is also being made in the manufacture of soap, toilet preparations, and patent medicines. Matches are a Government monopoly. There is a modern meat packing factory at Callao. Imports of chilled meat and of canned foods has greatly decreased. There is a paper mill, a brass and iron foundry, and a ready-made clothes factory. A factory produces 76,700 tyres and 53,500 inner tubes a year.

Among other industries may be mentioned bricks and tiles; nails, screws, hardware; paints, colours and varnishes; furniture, beds and bedsteads; glassware; bottles; edible and industrial oils; candles; chemicals and pharmaceutical products; paper and cardboard; toys; perfumes; conserves; groceries and provisions; dairy products; canned meats and fruits; poultry food; felt, straw and panamá hats; fancy leather goods; and many others.

The Government owned Corporacion Peruana del Santa, with a capital of 200 million soles, is erecting an iron and steel factory, a zinc refining plant, a cement mill and other heavy industries, at or near the Port of Chimbote. It is financing the hydro-electric works on the Santa River.

Water power resources are estimated at 6,400,000 horse-power, but are little developed. Eighty-four per cent. of all electricity generated in the country is produced in the Departments of Lima, Junin, and La Libertad, the industrial area. The Department of Lima (40 per cent. of the total), produced 293,000,000 k.w.h. in 1948.

FOREIGN TRADE.

		Exports. U.S.\$	Imports. U.S.\$
1947	.. .. .	154,000,000	168,000,000
1948	.. .. .	163,000,000	168,000,000
1949	.. .. .	154,000,000	168,000,000
1950	.. .. .	194,100,000	187,100,000

In 1950 the U.S.A. supplied 52.7 per cent. and Britain 16.5 per cent. of Peruvian imports. The U.S.A. took 26.2 per cent. and Britain took 17.2 per cent. of the exports.

These figures are inclusive of the movement of trade through the port of Iquitos.

NATIONAL DEBT. (June 30, 1945).

External Debt	.. .. .	U.S. \$151,267,955 ; £5,016,070
Internal Debt :		
Consolidated	.. .. .	S.250,153,427 gold ;
Floating	.. .. .	S.646,358,999 gold ; £23,868.

Foreign Capital :—According to the *South American Journal* the amount of British capital invested in Peru and quoted on the London Stock Exchange in 1949 was £25,094,134, with £2,904,400 in Government Bonds, and £22,189,734 miscellaneous. Average interest was 1.4 per cent. No interest was paid on £18,916,000.

INFORMATION FOR VISITORS.

The coastal section is most agreeable for the visitor from January to April, inclusive. Palm Beach suits are then the most comfortable wear. During the cooler months (June to November) the climate is damp without much rain, but with little sun at Lima and along the coast. For all but the four hot months light English summer clothing is the most suitable. The temperature rarely falls below 60° F. or rises above 80° F. For travelling in the higher altitudes both summer and winter clothing should be taken, including a winter overcoat or at any rate a light-weight waterproofed overcoat.

Travellers must carry passports and obtain a visa from a Peruvian Consulate. This costs U.S. \$10 for the usual traveller and U.S. \$2 for tourists. Visitors passing through need not have a visa if they stay less than 48 hours ; those who wish to stay longer may be given a transit visa for 15 days if they have the visa of the country they are going to.

A visitor on business is given a "commercial visa." If he wants to stay more than 30 days he must approach the immigration authorities, with his credentials, and apply for an extension. This may be granted for 30, 60, or 90 days. There is a charge of 30 Soles for each extension. When the last has expired, the traveller must apply for leave to quit the country or take out an identity card. There is no charge for this, but the holder is liable to the annual tax paid by foreign residents. Both commercial visitors and tourists must register with the immigration authorities within 48 hours of arrival.

Tourist visas may be granted for 90 days and extended, possibly, for another 60 days. Tourists are forbidden to work for remuneration ; offenders are expelled and liable to a fine equal to their gains.

The following documents are needed when applying for a visa : (1) A health certificate ; (2) a vaccination certificate ; (3) a certificate from a recognised banking or commercial undertaking testifying that the bearer has enough funds to keep

himself and his family, if they are with him, whilst in Peru; and 4 a certificate from the authorities in the last place of residence testifying to the good conduct of the bearer and certifying that he does not belong to any subversive political party. A letter from the applicant's firm, or trade association, or chamber of commerce, is all that is usually asked from a British commercial visitor.

Before he leaves Peru the visitor must get an exit visa from the immigration authorities. It is necessary to attend in person to get this.

Guidance for Commercial Travellers.

A single fee procures a licence valid for the whole country, but this is not enforced: all that is necessary is that the commercial traveller's passport should bear the right visa.

All samples, except fine jewellery, may be temporarily imported free of duty, for a maximum period of six months, if application is made to the Customs. There is usually no difficulty about clearing samples of no commercial value, but if they are to be admitted free of duty they must be so defaced, or mutilated, or stamped, that they can neither be used nor sold. If this is not done, samples of no commercial value are dutiable but may be imported temporarily free of duty against a cash deposit or under bond equal to the import duty and other customs charges assessable on the goods. Samples can only be brought in and taken out through the ports of Talara, Paita, Chumbore, Pimentel, Pacasmayo, Salaverry, Callao, Pisco, Mollendo, Ilo, Iquitos, or Puno.

Consular invoices are not required on samples brought in by commercial travellers as part of their baggage, but must be obtained if the samples are shipped separately.

When he enters the country, a commercial traveller must report to the Customs Authorities, and there comply with certain formalities covering identification of his person and the examination, listing and pricing of his samples. A descriptive list certified by the United Kingdom customs authorities will be recognised by the Peruvian Authorities.

The buying seasons are:—January and February for the cool season beginning in May; June and July for the summer season beginning in December.

The traveller, before sailing, is advised to get a Consular invoice for his samples if valued at £5 or upwards. The Consular fee of 6 per cent *ad valorem* plus 1 per cent *ad valorem* "unemployment tax," are collected in Peru in all cases. These fees are not recoverable.

CURRENCY, WEIGHTS AND MEASURES.

The unit of monetary value is the sol, which is divided into 100 centavos.

Silver alloy coins are for one sol, 50, 20, 10, and 5 centavos. The bronze alloy coin is for 50 centavos; and the nickel coins are for 20, 10, and 5 centavos. The copper coins are the 2-centavo and 1-centavo pieces. Bank-notes are for 100, 50, 10, and 5 soles.

At present there is complete freedom of import and exchange. Any goods can be imported from any country without restriction. Foreign currencies find their own uncontrolled level in the free exchange market. At the end of 1951 exchange was stable at around 15.26 soles to the dollar and 35.53 soles to the pound.

The metric system of weights and measures is compulsory.

POSTS AND TELEGRAPHS.

Peru is a member of both the Universal Postal Union and of the Pan-American Postal Union. To Spain, Canada, the United States and Latin America the letter postage is the same as the Inland Rate, that is, 20 centavos per 20 grammes; to other foreign countries 30 centavos for the first 20 grammes, and 20 centavos per 20 grammes additional.

Outward **mails** are despatched weekly *via* Panamá for the United States and Europe, and *via* Valparaiso for Buenos Aires. Home-ward mails arrive weekly.

Letters for transmission by **air mail** require prepayment at varying rates (\$1.70, to Europe). Air mail rates from U.K. to Peru, see page 28.

The National **Telephone** Company of Peru was formed in 1928. It has to-day a considerable system of land lines, but these are widely supplemented by the use of radio for transmitting telegrams.

Telephone service between the United Kingdom and Peru is available from 1 p.m. to 3 p.m. and 5 p.m. to 7 p.m. from Mondays to Saturdays, and 1 p.m. to 3 p.m. on Sundays (G.M.T.) (charge £3. 15s. for 3 minutes).

There are three submarine cables between Peru and Chile, and two between Peru and the northern republic. The West Coast of America Telegraph Co. and All America Cables & Radio, Inc., own cable lines. Wireless stations have been established at 37 points, including Iquitos, and powerful stations at Lima are owned by the West Coast of America Telegraph Co., Ltd., and All America Cables & Radio, Inc., for the transmission of wireless telephony and telegraphy to most parts of the world.

Broadcasting : There are numerous stations in the main cities. Reception from abroad is, on the whole, very satisfactory on short waves : there is a singular absence of static.

PUBLIC HOLIDAYS.

January 1 : New Year.	June 29 : SS. Peter and Paul.
January 6 : Epiphany.	July 28, 29, 30 : Independence.
Feb. or March : 2 days' Carnival.	August 15 : Assumption.
March 19 : San José.	August 30 : Sta Rosa.
March or April : Maundy Thursday,	September 24 : Our Lady of Mercy.
Good Friday.	October 12 : America Day.
April or May : Ascension.	November 1 : All Saints.
May 1 : Labour Day.	November 27 : National Holiday.
May or June : Corpus Christi.	December 8 : Immaculate Conception.
June 24 : Indian (half) day.	December 25 : Christmas.

THE PRESS.

The principal daily papers are : "El Comercio," "La Crónica," "La Prensa." The first publishes afternoon editions. At Iquitos there is "El Eco." The "Andean Air Mail and Peruvian Times," published weekly in English, issues special numbers of exceptional interest. The official gazette is "El Peruano."

RAIL ROUTES AND ROADS.

There are about 1,900 miles of railway, the principal lines being those operated by the Peruvian Corporation Ltd. These are :—

The Central Railway, a standard-gauge line from Callao to Huancayo, 298 miles distant, on the Atlantic side of the Andes,

with branches to Morococha (9 miles from Tidlío), and northwards from Lima to Ancón, from which point the North-Western Railway connects with Huacho and Sayan. There is a State line from Huancayo to Huancavellica.

The most important in the country, and the highest standard-gauge railway in the world, it offers vistas of a grandeur hardly exceeded in any part of the world. The views between Lima and Oroya are as majestic as anything in the Alps.

Sunday excursions are arranged to Río Blanco, and in this ride of 74 miles, during which an ascent is made to 11,500 feet, much of the most picturesque scenery can be viewed. Galera station, 98 miles from Lima, stands at 15,680 feet, and Oroya at 12,225 feet. The highest point on the line, 15,693 ft. 9 inches, above the sea, is 172.2 kiloms. from Callao.

There are 65 tunnels and 67 bridges. There are 15 "zigzags" at points where the steep mountain-side permits of no other means of ascent, which is accomplished without the use of a rack line.

At Oroya the Central links with the **Cerro de Pasco Railway**, (132.4 kiloms.) to the mining centre of Cerro de Pasco. From Tambo del Sol, kilometre 92, a 500 kilometre line is being built to the river port of Pucallpa, on the Ucayali, tributary of the Amazon.

The **Southern Railway of Peru** runs from Mollendo *via* Arequipa to Juliaca and Cuzco. From Juliaca a spur is carried to Puno, on the western shore of Lake Titicaca. The company's steamers, Puno-Guaqui, connect with trains from Guaqui to La Paz, Bolivia. From La Paz there are all rail routes to Arica, to Santiago, and to Buenos Aires. See page 193.

The **Trujillo Railway**:—The terminus is at the port of Salaverry, which has a well-equipped mole with excellent landing facilities. It runs to Ascope with branches to Cartavio and Menocucho, and serves a sugar-growing district. The extension to the coal mines of Huayday has been completed as far as Cimbron.

The **Chimbote Railway**:—The line to Tablones (57 kilometres) is owned by the Peruvian Government. A State-owned extension is open to Huallanca.

The **Pacasmayo Railway** connects the port of Pacasmayo with the towns of Guadalupe (42 kilometres) and Chilte (105 kilometres), traversing a productive district chiefly devoted to rice. There is a daily service of trains to Guadalupe, and a bi-weekly service to Chilte. From various points on the line easy horseback journeys can be made to other centres, for instance, to Chocope, Chiclayo, and Cajamarca.

The **Pisco to Ica Railway**, 46 miles, is the highway by which the products of the departments of Ica, Ayacucho, and Huancavelica reach their coastal outlet at Pisco, one of the oldest of the Peruvian ports. After traversing the plain of Chunchanga, between the Ica and Pisco rivers, the line changes its direction at the village of Guadalupe, where it crosses the Ica Valley and reaches Ica.

The **Paita to Piura Railway** is a well-kept standard-gauge line, 60 miles in length, passing through a fertile district.

State Railways.

Of the railways under State management the more important are :—

The Peruvian North-Western Railway, with headquarters at Huacho, connects Huacho by a winding course with the Central Railway at Ancón. There is a through connection to Lima daily.

Ilo to Moquegua Railway, 102 kilometres long, links the fine port of Ilo with Moquegua, the capital of its province.

The Cuzco-Santa Ana (or F.C. de Convención), 110 km., runs through the fertile tropical Urubamba Valley. This is the line to the ruins at Macchu Picchu. Gauge, .91 metre.

Other State lines detailed in the text.

Four mining companies own private lines, the chief being that of the Cerro de Pasco Corporation. Regular services are maintained by this company between Oroya and Junín, Cerro de Pasco and Goyllarisquisga in connection with the Central Railway. There are plantation railways on some of the sugar estates. The Eten and Pimentel Railways are owned by the proprietors of the piers.

Roads :—In spite of the mountainous and difficult nature of the country Peru has a very fine system of roads. The centre of the system is the Pan-American Highway, which begins in the north at La Tina on the Macara River, the boundary between Ecuador and Peru. From La Tina the highway extends southwestward through Suño and Las Lomas to Sullana, where it is joined by a branch which connects it with the oil-field area at Talara, Tumbes, and the Ecuadorian border at Aguas Verdes, near Zarumilla. The highway runs from Sullana through Piura to Chiclayo, Trujillo, Chimbote, Casma, Huacho, Lima, Canete, Ica, Nazca, and Repartición (Arequipa). The highway again branches in Repartición ; the main section goes southwestward through Moquegua and Tacna to Concordia on the Chilean frontier. The other section circles northeastward from Repartición through Arequipa to Puno on Lake Titicaca and skirts the lake to Desaguadero on the Bolivian border.

From La Tina to Concordia is 2,611 kilometres. The alternative routes in the north (to Aguas Verdes) and in the south (to Desaguadero) add 783 kilometres to make a total of 3,394 kilometres for the system. Of this total, roughly 1,700 kilometres are asphalt-paved, and further paving and other improvements to the highway are now in progress.

From Lima a road runs north east through Canta and Cerro de Pasco to Huanuco and on to Pucallpa, on the Ucayali, a river navigable by vessels of 2,000 to 3,000 tons. Another goes from Lima through Chosica and Matucana to Oroya. There is a road north from Oroya to Cerro de Pasco, and another south-westwards through Huancayo, Ayacucho, Abancay, and Cuzco to Puno. Two roads run from Puno, one to Arequipa, and one to Guaqui. A new highway runs from Olmos, on the Pan-American Highway, 536 miles north of Lima, across the Andes to Bellavista, on the west bank of the Marañon (143 miles). The road is to be pushed on another 65 miles to a point near Puerto Menéndez, whence Iquitos (450 miles) can be reached by steamer on the Marañon. Other roads, where possible, are indicated in the text. Excellent road maps are published from time to time in the "Andean Air Mail and Peruvian Times."

There are 31,000 kilometres of roads in good condition ; 2,000 kiloms. have been asphalted or paved.

THE JOURNEY TO CUZCO.

Mollendo—Cuzco (Southern Railway).

As the sea is left behind, a steady climb begins, winding in, out and around the foot-hills. The Tambo Valley comes into view on the right, and miles of fields with alfalfa, sugar-cane, and cotton contrast with the barren slopes on the left. Sahara is not more devoid of vegetation than the foot-hills of the Andes on this coast. At every station there is a little oasis irrigated by water from the railway tanks, and these places are veritable tropical gardens, a vivid testimony to the fertility of the soil and climatic conditions. Water would make these millions of acres of hillside and plateau one of the fruitful places of the earth. Cotton plants are seen in several of these gardens, twelve or more feet high, with blossoms and mature bolls on the same bush throughout the year. Cotton, corn, figs, cane, and roses grow side-by-side in luxuriance.

The sand dunes near La Joya, on the broad level plateau about half-way between Mollendo and Arequipa, are unique in formation and appearance. The main formation of the plateau is a coarse, brownish lava sand which appears too heavy to be blown. Scattered irregularly are curious dunes of a light grey ash colour. All crescent-shaped and of varying sizes, they are from 30 to 100 ft. across and from 6 to 15 ft. high, with the points of the crescent on the leeward side. The dunes creep across the desert in a northerly course at the even rate of 40 to 60 ft. per year, driven by the wind. The sand is slowly blown up the convex side and drifts down into the hollow side of the crescent.

A day or two may be very pleasantly spent in Arequipa, which has already been described in the text.

The early morning scene from the train as it winds its way up the valley from Arequipa towards Cuzco is enchanting. In the foreground are irrigated fields of alfalfa, wheat, and other grains. With but one tunnel, few bridges, and no switchbacks, the ascent is made by almost even gradients. The divide is crossed at Crucero Alto, the highest point upon the Southern Railway, 14,688 ft. above, and 210 miles from the sea.

The first mountain lakes are seen soon after crossing the summit, and the mountain-sides and canyons are covered with flocks of sheep, llamas, alpacas, with occasionally vicuñas. The two largest lakes seen from the train are Lagunillas and Saracocha. These two are very pretty and both come into sight at the same time from opposite sides of the train, which winds along their edges for nearly an hour. Wild duck and other fowl offer good sport. As the descent continues streams become more plentiful. Signs of cultivation appear, and in a few hours the scene changes from desolate mountain peaks to fertile pampa, carrying a fairly populous agricultural community.

The trains arrive at Juliaca in the evening, where passengers for Cuzco spend the night.

In the first hundred miles north from Juliaca towards Cuzco, the train again reaches an altitude of over 14,000 ft, this time on the ridge from which water flows one way back into Lake Titicaca, and the other way down to the Amazon and so to the Atlantic. This

hundred miles has been cultivated in every available spot, and is well watered by mountain streams from the glaciers. The cultivation is primitive. Flocks of sheep, llamas, and alpacas are met, always herded by Indian women. Scattered herds of cattle, a few horses and pigs indicate a diversity of agriculture.

After the summit is passed at La Raya, the descent is rapid. The passenger watches the engine wind round the short curves as it follows the course of a widening stream down the narrow canyon. There are thrills as the shriek of the whistle and the grinding of the brakes tell that the driver is trying to stop the train before it runs over some Indian driving his pack mule, or some herder attempting to cross the track with his flocks.

The valley widens, fields become greener, buildings look more livable in, towns are more frequent, and cultivation more general, reaching higher up the steep slopes. Piles of stones, occupying in many fields a larger area than remains to cultivate, testify to the patience and industry of the Indians who have cultivated these slopes for generations.

Inca ruins come into view from the train windows. Every little pueblo has its church; every prominent hilltop is mounted with a cross; open outdoor shrines are scattered here and there, and every hut and habitation carries a small cross.

Peru is represented in London by an Embassy and a Consulate-General (52 Sloane Street, S.W.1.). There is a Consul-General at Liverpool (31 Dale Street), and in Dublin, Consuls at Belfast, Birmingham, Hull, Newcastle-on-Tyne, and Glasgow, and a Vice-Consul at Cardiff and Swansea. The Ambassador is Dr. Ricardo Rivera Schreiber, K.B.E.

Great Britain is represented in Peru by an Embassy and Consulate at Lima, Consuls at Arequipa and Iquitos, and Vice-Consuls at Callao, Mollendo, Talara, and Paita. The Ambassador is Sir Oswald Scott, K.C.M.G., D.S.O.

The **United States** are represented by an Embassy and Consulate at Lima, with Consular-Agents at Mollendo, Salaverry, Iquitos and Arequipa; **Canada** by an Embassy at Lima.

EL SALVADOR

Communications : External :—The quickest route from England is to New York, by air to New Orleans or Miami, and on by air to San Salvador. A Brownsville route *via* Mexico is flown by Pan American Airways. Brownsville to Mexico City (2 hours 20 minutes) ; to Guatemala City (5 hours from Mexico City) ; to San Salvador (50 minutes from Guatemala City). The same company has services from Miami to Cristóbal (6½ hours) connecting with planes to San Salvador (6½ hours), *via* Panamá, David, San José, Managua and Tegucigalpa. There is a direct service between Los Angeles and San Francisco and San Salvador (14 hours) and between New Orleans and San Salvador (5 hours 10 minutes). Cristóbal is on the east and west coast routes from South America to the United States.

"TACA" (cargo and passengers) direct service between San Salvador and New Orleans daily (6 hours). The "Skytrain" between New Orleans and San Salvador is for freight only. TACA also has a daily service direct to all the capitals of Central America and a service to Mexico City.

Alternatively, and more cheaply, train can be taken from New York to New Orleans, and a United Fruit Company boat on to Puerto Barrios (Guatemala). International Railway takes the passenger to San Salvador in 20 hours. This company also plies from New York and Philadelphia to Puerto Barrios ; it also has a service from New Orleans to the Panamá Canal, where trans-shipment is made to the ports of El Salvador. The Grace Line runs freighters (with limited passenger accommodation), from the Californian ports to El Salvador.

A good route from England, normally, is by Royal Mail Lines to Cristóbal, and/or the Pacific Steam Navigation Company. (Agent for these lines at San Salvador : S. M. Stadler & Co., Edificio Escobar Primera Calle Poniente No. 14).

From the Central American capitals, San Salvador can be reached by the planes of either Pan American Airways or of the "TACA" Company which connects the capitals of Honduras, Guatemala and Nicaragua with San Salvador. Servicio Aereo de Honduras, (SAHSA), a Pan-American affiliate, flies between British Honduras, Honduras, and El Salvador. K.L.M. has a weekly service from Curaçao to El Salvador, with stops at Aruba, Maracaibo, Barranquilla, Panamá, San José, and Managua.

From Guatemala City there is a railway to San Salvador (2 days), and a road (7-8 hours), part of the Pan-American Highway and in good condition the year round.

Internal :—See "Roads and Railways." Internal air services are not yet well developed.

San Salvador, capital of the Republic and the chief commercial centre, has a population of 120,000. It is over 2,200 feet above sea level and 23 miles from the port of La Libertad, to which there is a modern asphalt motor road. The climate is semi-tropical and healthy ; the water supply pure and abundant. (Average temperature, 73.4° F. ; average rainfall, 72 inches). The city, repaved and drained throughout, is modern, with a style of architecture dictated by the liability to earthquakes. There are good motor-bus services, taxis-cabs, and many motor-cars, private and for hire.

San Salvador is largely a modern city, but the visitor will enjoy its handsome parks and government buildings, its fine houses and wealth of tropical flowers. There are colourful festivals during Holy Week and the fortnight preceding August 6. At the edge of the city is the Campo de Marte, with tennis courts, a baseball court, football grounds, etc. There is also a handsome modern Stadium built of concrete. A visit should be paid to the church of

Panchimalco, near San Salvador. The delightful scenery of Lake Ilopango is only 10 miles away. A road is open to La Unión.

Hotels :—Astoria, an up-to-date hotel ; Nuevo Mundo ; Casa Clark and Casa Oberholtzer are boarding houses. First two hotels : U.S. \$8.00 a day.

Clubs :—International, admits foreigners, and has a branch at La Libertad, much frequented during the dry season, November to May ; the Country Club, a few miles from the City, has the best golf course in Central America, also tennis and basket ball courts. The Automobile Club of El Salvador has a chalet for bathing at Libertad ; the Casino Salvadoreño and Circulo Deportivo (foreigners admitted to both) have restaurants and swimming pools.

Rail :—Salvador Railway Co. : West to Santa Ana, Sonsonate and Acajutla. International Railway of C.A. : East to Cojutepeque, San Vicente, Usulután, Zacatecoluca, San Miguel, and La Unión ; West to Santa Ana and Lempa Valley and to Ahuachapán, Guatemala and Puerto Barrios.

Bank of London and South America.

Federation of British Industries :—Refer S. M. Stadler, O.B.E., Edificio Escobar.

All America Cables & Radio, Inc. :—672 Esq. 2a Calle Poniente y 5 Avenida Sur.

Acajutla, with a population of 2,500 is a port serving the western and central zones of the Republic. It is 100 kilometres from both San Salvador, the capital, and Santa Ana, second city and centre of the richest coffee section. Regular services of stream-lined passenger cars cover the distance in 1½ hours. Calls are made by the United Fruit Company steamers from Cristóbal, by Grace Line, and other steamers. The port is an open roadstead ; vessels anchor some 1,000 metres from the end of the pier in 7 fathoms of water, and loading and unloading is by lighter.

The port is being modernised, and the old town is being rebuilt inland. New steel frame offices and a warehouse with a capacity of 100,000 bags of coffee have been built. To-day, Acajutla, with its excellent loading and unloading facilities, handles about 40 per cent. of the total coffee exports. It has a good road to the interior.

Hotel :—Occidental.

Ahuachapán, capital of the Department of the same name, with a population of 14,000, is 72 miles from San Salvador, and 22 from Sonsonate. It is one of the most important distributing centres in the north-west of the Republic. Chief products : coffee, cereals, tobacco, sugar. A branch railway connects the town with San Ana and San Salvador. Sonsonate is reached by motor-car *via* Progreso. An international bridge over the River Paz opens a new route to Guatemala. Altitude, 2,470 feet, and a healthy climate.

Hotel :—Palace.

Chalchuapa, an urban centre of 28,000, ten miles from Santa Ana, is served by the rail motor service running from Santa Ana to Ahuachapán and by a motor road. Fine colonial church and Maya ruins.

Hotel :—España.

Cojutepeque, capital of the Department of Cuscatlán, is 16 miles from San Salvador, which can be reached by rail or road. The town is famous for its cigars, smoked sausages, and tongues, and for an annual fair held on August 29th. The products include rice, coffee, sugar, and indigo. Lake Ilopango and the volcano of Cojutepeque are both in the vicinity. There are passable roads to Sensuntepeque and Ilobasco. Population, 20,000.

Hotel :—America.

Ilobasco, with a population of 20,000, lies 40 miles north-east of

San Salvador, and about 20 miles from Sensuntepeque. An annual fair is held on September 29. It lies in an area devoted to cattle raising, coffee, sugar, and indigo. Pottery is manufactured; the miniature clay figures are renowned. The surrounding scenery is exceptionally beautiful. A good motor road runs to San Salvador.

Hotel :—Torres.

La Libertad is the chief passenger port of the Republic. It is 23 miles from San Salvador; there is a fine highway (1½ hours). For this reason the port is made a place of call by the United Fruit Line, (connections for Jamaica, Havana, and European ports for Liverpool; also for Peru and Chile), Grace Line between San Francisco and Cristóbal, and nearly all other steamers. Discharge is by lighter. Population, 3,500. Coffee, sugar, sisal, and indigo are exported.

Hotels :—El Faro; Roca Linda, both U.S. \$4.00 with meals.

La Unión, capital of the Department of that name, stands on the Bay of Fonseca, across which there are steamer, motor-boat, and barge services to Amapala, Honduras, and Puerto Morazan, Nicaragua. Population, 7,000. It is 155 miles from San Salvador and 37 from San Miguel. Steamers drawing 25 feet go alongside at Cutuco, distant one mile and provided with good rail facilities. Regular services to San Francisco, Cristóbal and New York. This is the principal port, handling 57 per cent. of the imports and 31 per cent. of the exports. Through trains run to San Salvador (8 hours). United Fruit and Grace Line vessels call.

A local industry is the fashioning of objects from the shell of tortoises caught in the Gulf of Fonseca.

Hotel :—America, U.S. \$4, with meals.

Rail :—International Railway of Central America.

Santa Ana, capital of the Department of Santa Ana, is 40 miles from San Salvador and 66 from Acajutla. Population, 51,700; altitude, 2,100 ft. The second city of the Republic, it is an important business centre and the metropolis of the western zone. The main business is in coffee. Good roads run to Guatemala City, northwards to Metapán, southwards to Sonsonate, Acajutla, Ahuachapán and San Salvador. Santa Ana is a terminal for the Salvador Railway. The town is famous for a special kind of delicious confection made there. See the churches.

Hotel :—Florida, U.S. \$2.50.

Rail :—Salvador Railway and International Railway.

Santa Tecla (or Nueva San Salvador), 8 miles from the capital, 800 feet higher and much cooler, is a coffee-growing and balsam centre. Population, 25,000. There is an asphalted roadway and a bus service to San Salvador. The huge crater of San Salvador volcano is easily reached from the town.

San Miguel, capital of the Department of San Miguel, has a population of 19,000. It stands at the foot of the San Miguel volcano, 117 miles from San Salvador, 37 from La Unión, and 73 from San Vicente. The chief products are coffee, sisal fibre, cattle, cotton, indigo, and cereals. Silver mining has been carried on in the locality, and some old gold mines have been reopened. The commercial importance of the town has decreased since the opening of the International Railway, which has deflected to the capital

business transacted in San Miguel in the days of mule and ox transport. Roads open to La Unión and to Tegucigalpa (Honduras); Pan-American Highway to San Salvador (3 hours by car). See the old cathedral.

Hotels :—Hispano-Americano, U.S. \$4.00, with meals; Pension Vaquero, U.S. \$2.50.

Rail :—To San Salvador and La Unión (Cutuco).

Santa Rosa is best reached by launch from La Unión to Manzanilla, 14 miles, and on by mule train to Santa Rosa, 16 miles. Another route is by train from San Salvador, La Unión to San Miguel, then by car for 16 miles or so through Divisadero. The gold and silver mines on which the town depends are once again in production. Population, 10,000.

San Vicente, capital of the Department of San Vicente, stands on the Acahuapa River, near the foot of the San Vicente volcano, 44 miles from San Salvador and 63 from San Miguel. Shawls and other woollen goods are manufactured as well as hats, cigars, and sugar. The chief products are corn, tobacco, indigo, coffee, fruits, sugar-cane. The population is 24,723; Carnival day is on November 1. It was severely damaged by earthquake in 1937, but has since been rebuilt. See the colonial church, "El Pilar," the most original in the country.

Hotel :—Iberia, U.S. \$3, with meals.

Rail :—International of Central America.

Sonsonate, capital of the Department of Sonsonate, stands on the Salvador Railway, 53 miles from San Salvador and 12 from Acajutla, in the centre of a rich agricultural district producing coffee, sugar, hides, tobacco, rice and balsam. Cotton cloth, cigars and baskets are local industries. An important market is held every Sunday. The adjacent Izalco volcano is active. Population, 19,000. Sonsonate is famous for its cream cheeses, milk and butter. See the cathedral and church of "El Pilar." There is a road to San Salvador.

Hotels :—Palace; Grand, U.S. \$4.00, with meals.

Usulután, capital of its Department, is 60 miles from La Unión and 100 miles from San Salvador by International Railway. Tobacco, bananas, maize and beans are the main products, and there is a certain amount of tanning. Population, 19,000.

Hotel :—Central, U.S. \$3, with meals.

Zacatecoluca is 60 miles from San Salvador, whence it is reached (or from La Unión) by railway or by a macadamized road. The surrounding district is given over to cattle raising, tobacco, coffee, cotton, sugar and vanilla. There are cigar factories and hand looms. Population, 24,000.

Hotel :—Italia, U.S. \$3, with meals.

PHYSICAL FEATURES.

El Salvador, the smallest but most densely populated of the Central American Republics, is bounded on the north-west by Guatemala, on the north and east by Honduras, on the south-east by the Gulf of Fonseca, and on the south by the Pacific Ocean. It has no seaboard upon the Atlantic. Its area is about 13,176 square miles. The coast line is 160 miles long. Two mountain chains

cross almost the entire country, sending out numerous spurs enclosing valleys of great fertility. The most important valley is that of the River Lempa.

The two important bays are La Unión and Espíritu Santo Jiquilisco and there are three considerable inlets, Mandingo, Jaltepeque and Santiago.

Fourteen mountains or volcanoes exceed 3,000 feet in height. The highest are San Miguel (7,100 ft.), San Vicente (7,246 ft.), Santa Ana (7,950 ft.), and San Salvador (6,000 ft.). The Izalco volcano, close to Sonsonate, is the most active in Central America. Its almost continuous flames are a guide to mariners on the Pacific.

The chief rivers are the Lempa, Paz, San Miguel, Goascorán and the Jiboa. The Lempa flows through the entire Republic. They are navigable by small craft only.

There are picturesque lakes, of which Lake Guija is the largest (15 miles long and 5 miles wide). Lake Ilopango is 9 miles long and 3 miles wide. They are navigable by shallow-draft vessels. The third, Lake Coatepeque, is a popular holiday resort.

The **population** at the census of 1950 was 1,858,000. The purely native race composes about 10 per cent. The remainder are of white or of "ladino" i.e. mixed race. A few of the Indians, notably the Panchos from Panchimalco, near the capital, the Izalco Indians, and a tribe near the volcano of San Miguel, retain more or less their old traditions and dress. Several hundred thousand Salvadoreans have emigrated to Honduras, Guatemala and Nicaragua.

The **climate** varies according to the altitude; along the coast and in the low-lying country it is hot and humid. In the uplands the temperature varies from 50 degrees Fahr. to 97 degrees in the shade. March to May are the hottest months. The rainy season begins in May and continues until the beginning of November. November to January are the pleasantest months. The average yearly rainfall is about 80 inches. The country is subject to earthquakes, volcanic eruptions and periodical torrential rains. Occasionally, during June or September, there is a spell of continuously rainy weather, called a *temporal*. This may last any time from two or three days to as many weeks.

GOVERNMENT.

The 1886 Constitution, with certain amendments made since 1948, is in force.

The Government is Republican and is composed of three separate and independent Powers: Legislative, Executive and Juridical. Legislation is in the hands of a Congress of 52 Deputies, one for each 25,000 citizens. The National Assembly will meet ordinarily between June 1 and December 1 each year; extraordinarily it meets when called by the Executive in Council of Ministers or by the permanent commission of the Assembly that functions when the latter is in recess.

Executive Power is in the hands of the President of the Republic, the Ministers and Under-Secretaries. The President is elected for a period of 6 years, beginning and ending on the 14th September. Re-election is not permitted by the Constitution.

There are 14 administrative Departments under Governors appointed by the President.

The Juridical Power is in the hands of the Supreme Court of Justice, several Courts of First and Second Instance, and a number of minor Courts. The Supreme Court is composed of nine Magistrates, one of whom is President of the Juridical Power.

The language of the country is Spanish. English is frequently understood in commerce, but Spanish should be used for letters, catalogues, etc.

The prevailing religion is Roman Catholicism. An archbishop has his seat in San Salvador, and there are episcopal sees at Santa Ana, San Miguel, and San Vicente. Education is free and obligatory, and there is a National University.

GOVERNMENT.

President Lt.-Col. Oscar Osorio

MINISTRY.

Foreign Affairs	.. ..	Sr. Roberto Canessa.
Interior	.. ..	Col. José Maria Lemus.
Economy	.. ..	Dr. don Jorge Sol Castellanos

There are eleven other ministries.

A SALVADOREAN CALENDAR.

- 1526 Conquest of Salvador completed by Pedro de Alvarado.
- 1821 Declares itself independent of Spain.
- 1823-39 A member of the Central American Federation.
- 1841 Declares itself an independent Republic. Constitution promulgated.
- 1863 General Barrios defeats the Guatemalan Army at Coatepeque. Honduras joins Salvador against Costa Rica, Nicaragua and Guatemala. The ultimate victory is with President Carrera of Guatemala, who occupies Salvador.
- 1885 A defensive alliance made between Salvador, Nicaragua and Costa Rica against Guatemala. President Barrios invades Salvador and is killed in battle.
- 1886 Peace made with Guatemala.
- 1889-90 Insurrection under General Rivas suppressed by Government forces.
- 1898 War with Guatemala and Honduras. Peace signed. Salvador joins the "Greater Republic" of Central America, of which Costa Rica, Nicaragua, and Honduras are members.
- 1898 President Gutiérrez deposed because of his proposed federation with Honduras and Nicaragua.
- 1899 External debt of £720,000 taken over by the Salvador Railway Company in exchange for concessions.
- 1925 Fourth centenary of San Salvador.
- 1941 Declares war on Axis.

NATURAL RESOURCES.

Increased population is turning Salvador from an exporter into an importer of basic food commodities. Domestic supply of maize, beans, rice and sugar is already inadequate, and sugar was at one time an important export.

Salvador's important advantages as a coffee-producing country lie in the low cost of production, the nearness of the plantations to the sea-ports, abundant cheap labour, and railways and roads in the coffee districts. The area cultivated is about 325,000 acres, and the number of coffee trees is estimated at 150,000,000. The quality is good, and commands high prices, especially in the U.S.A. Coffee plantations are numerous in Usulután, San Miguel, San Salvador,

San Vicente, Santa Ana and Ahuachapán. Picking starts in November and continues for three months. Shipment of the season's crop goes on until the following October, which is regarded as the end of the season. Coffee exports are made through Cutuco, Acajutla, La Libertad, and Puerto Barrios, and constitute 91 per cent. of total exports, 90 per cent. of which go to the U.S.A. Local consumption is about 130,000 bags. This small country is now the third largest coffee producer in America. Production, 1949-50, was 1,148,415 bags; 1950-51—1,111,855 bags. Exports: 1949—74,600 m. tons, value 119 million colones; 1950—69,300 m. tons, value 154.5 million colones.

Soil and climate are well adapted to **sugar**. Large tracts of land are planted to cane near Sonsonate and San Salvador, where there are a number of refineries. The area under sugar is 10,175 hectares, and the production in 1950-51 was 26,372 tons of centrifugal sugar, 7,600 m. tons of panela, and 3,500,000 gallons of molasses for the making of alcohol. Salvador both imports and exports sugar. Production more or less balances consumption.

Henequen (sisal) is grown. Cutting is from January to April. Yield is about 6.8 million pounds a year. Much of it is used locally in making bags (about 1,650,000), and there are small exports of both fibre (1,793,007 lb. in 1949) and bags.

Maize (310,000 m. tons) and wheat (700,000 m. tons) have to be supplemented by imports. The millet crop (150,000 m. tons) normally satisfies local requirements. Rice production is 29,000 m. tons.

The second most important export is that of sesame seed. Production was about 20,900 m. tons in 1949-50. Export, 1949—6,294 m. tons. Value U.S.\$3,733,750.

Indigo, once a main article of export, is still exported to Peru and Mexico. Export is under 50 m. tons.

Peruvian **balsam**, in spite of its name, is very distinctly a Salvadorean product, collected in the forests by native workers. It is grown on the Pacific Coast, between La Libertad and Acajutla, the Costa del Bálsamo, as it is called. Trees are tapped when they are about 25 years old. The balsam is cooked in large vessels locally. Export, 1949—61,217 kilos, value U.S.\$195,986.

Fruits, including oranges, pineapples, mangoes, papayas, tomatoes, avocados, coconuts, bananas and custard apples, are plentiful. Hardwoods are obtained from the mountain and forest district, as well as kapok, which is locally called pochote. The production of honey is 703,000 quintals a year. Some 20 per cent. is consumed locally and the rest exported. (246,203 quintals in 1949).

The cultivation of **tobacco** is officially encouraged. The 1950 production was about a million pounds.

Very good **cotton**, about 200,000 quintals (of 46 kilos), was grown in 1951-52 on 45,000 manzanas. About 70,000 quintals are consumed locally. Exports, mostly to Guatemala, 1949—1,745 m. tons; 1948—3,327 m. tons.

Cattle, sheep, goats and pigs are raised. According to estimates there are over 764,778 head of cattle in Salvador and about 91,000

are slaughtered annually. There are 348,393 pigs, 183,089 horses, 17,683 goats, and 5,008 sheep. In 1949, 49,033 cattle and pigs were exported on the hoof.

Gold and silver are mined by modern methods in San Miguel, Morazan, and La Unión. Production of gold from the mines was 25,854 oz. troy in 1949, and 32,000 oz. troy in 1950. Production of silver was 460,000 troy oz., in 1950.

Copper, lead (780 m. tons), zinc, mercury, sulphur, gypsum, alum and lime are all worked upon a small scale.

Local Industries :—New industries have been started, and others encouraged by protection. One factory produces bags from local sisal with such success that imports have almost disappeared. Eight mills, with about 35,000 spindles, consume 6 million lb., of local cotton yearly in the production of yarn (6,000,000 lb.), sheeting, drills, and denims to the tune of 5 million yards. One mill turns out rayon piece goods. Two modern mills using imported wheat are meeting the greater part of the demand for flour. The straw hat demand is met by one factory, and is also a rural industry. A Santa Ana factory supplies all rubber heels. There are 15 small tanneries and 20 household plants producing leather, and footwear is well catered for. So are candles and toilet soap. There are two heavily protected cigarette factories, one match factory, several salt refineries, a biscuit bakery, a small iron foundry making spare parts for machinery, and a factory making cheap bone buttons. One brewery supplies the demand for beer. A modern plant produces good quality table and kitchen ware, filters, vases, etc. Edible vegetable oils (mostly cottonseed) are now produced and exported. Some million inexpensive palm-fibre hats are made annually. A cement factory is being put up.

FOREIGN TRADE.

	IMPORTS.	EXPORTS.
1946	52,840,000 colones	65,380,000 colones
1949	98,700,000 "	137,400,000 "
1950	118,200,000 "	173,700,000 "

The United States took 86 per cent. of the exports, and supplied 73 per cent. of the imports in 1950.

Public Debt.—The public debt on Dec. 1, 1950, was : External, U.S.\$8,361,375 and £721,582 ; Internal, 5,825,000 colones. Service on the external debt was resumed on 1/1/1946.

British capital quoted on the London Stock Exchange was £1,698,690 in 1949. Average interest was 1.6 per cent. No interest was paid on £752,100.

Economic Progress :—El Salvador is the second most densely populated country on the whole American continent, and the most progressive of the Central American republics. Its inhabitants are exceptionally hard-working. The country has probably more manufacturing industries than all the rest of the Central American republics together. It is perhaps unfortunate that the prosperity of the country depends on the cultivation and sale of a single crop : coffee.

Salvador is without developed coal or petroleum resources, and has limited resources of water power. Total electric generating capacity is 17,846 kilowatts, of which 9,121 are hydro and 5,000 steam. A 30,000 k.w. power plant is being built on the Lempa River.

ROADS AND RAILWAYS.

The **roads** are better than in most other Central American countries, and as a rule are fair even in the rainy season. The 23-miles stretch between San Salvador and La Libertad is an excellent road for motor traffic. The chief highway is the main road eastward from Ahuachapán to La Unión, which crosses the Lempa River by a bridge, and from this run various by-roads, north and south, giving good connections with places not reached by rail. El Salvador and Guatemala City are linked by a highway which is in good condition, and El Salvador and Honduras are linked by a bridge over the Goascoran River. The new international bridge over the River Paz opens a new route to Guatemala. The Pan-American Highway is 280 kiloms. long.

Cart or mule roads connect with Honduras *via* Chalatenango or Cabañas and with Guatemala *via* Ahuachapán or Santa Ana. There are 1,200 miles of all weather roads, 2,500 miles of secondary roads and trails.

The country is traversed by the International Railways of Central America, whose line from Cutuco on the Bay of Fonseca leads *via* San Miguel to San Salvador. From a junction at Soyapango the line is continued to Santa Ana, from which point an extension to the Guatemalan border was opened in 1929 to give through communication with the Transoceanic system of Guatemala at Zacapa, so shortening the journey *via* Puerto Barrios to Europe by more than a week. This line gives direct railway communication between San Salvador and Guatemala City and Puerto Barrios, as well as between the last and Cutuco on the Bay of Fonseca.

A train runs daily in both directions between San Salvador-La Unión, also to Guatemala City and Puerto Barrios, with a night's stay at Zacapa.

The International Railways of Central America link with the Salvador Railway in the city of San Salvador.

The lines of the Salvador Railway Co. connect the port of Acajutla with the capital and Santa Ana by a triangular system. This line is British owned. Acajutla is the oldest port in the Republic and the nearest to the coffee-producing zones with rail connection. Besides the steam train service there is a service of fast motor vehicles connecting San Salvador, Santa Ana and Sonsonate several times daily.

There are altogether 385 miles of track.

CURRENCY, WEIGHTS, AND MEASURES.

The unit of currency is 1 colón, divided into 100 centavos. The "real" has a value of 12½ centavos. The silver coins are 50 and 25 centavos, but the bulk of the small change consists of nickel coins of 5, 3 and 1 centavos. Banknotes of 1, 2, 5, 10, 25 and 100 colones circulate, and are used almost exclusively except for fractional amounts of a colón. Legal rate is 2.50 colones to one U.S. \$.

There are no import or currency restrictions.

The **metric** system was made obligatory in 1886, but the law is not enforced and the old Spanish units linger. British weights and measures are understood in commerce, but should be clearly desig-

nated as "English yards," "English pounds," etc.

PRESS.

San Salvador :—"La Prensa Grafica," "Diario Latino," "Tribuna Libre," "Diario de Hoy," "Gran Diario," "Diario Oficial," "Patria Libre."
San Miguel :—"La Nación," "Diario de Oriente."
Santa Ana :—"Diario de Occidente."

POSTS AND TELEGRAPHS.

Outward **mails** are sent *via* New Orleans and Puerto Barrios ; also *via* New York and Panamá ; also *via* Mexico. They are dispatched with the mails to the United States. **Air Mail** from U.K. *via* U.S.A., see page 28.

Telephone calls can be made between the United Kingdom and El Salvador from 3 p.m. to 2 a.m. on weekdays, and 3 p.m. to midnight on Sundays (G.M.T.) The minimum fee for a 3-minute call is £3. 15s. on weekdays and £3 on Sundays.

Salvador is a member of the Union Postal Americana and the Union Postal Universal. It has a parcel post.

There are Government telephone and telegraph services throughout the Republic. There is a direct radio-telephone service between El Salvador and Panamá, the capitals of other Central American capitals, Mexico City and the chief cities of Mexico, and all points in the United States. All America Cables & Radio, Inc., provides communication with all parts of the world through its station at San Salvador. There are five commercial and two Government broadcasting stations.

PUBLIC HOLIDAYS.

The legal holidays are : March 1 every 4 years, Holy Week (4 days), May 1, August 3, 4, 5, September 15, October 12, All Souls' Day (November), Christmas Day. Government Offices are also often closed on religious holidays.

Information for Passengers.

Passports need to be *vised* by a Consul for El Salvador. Passengers must present (a) a recent vaccination certificate ; (b) a health certificate. Those who have no vaccination certificate may have to be vaccinated on board before they land. Frontier authorities may require evidence that the traveller has at least 500 colones in cash. 200 kilos of luggage is allowed free of duty—if the objects are for the traveller's personal use. All excess pays duty.

Hotel charges are from 11 colones to 21 daily ; single meals usually 4 colones. Tipping moderate.

Clothing is usually light—palm beach, white drill and similar fabrics and light cashmeres. Light woollens are occasionally worn in the higher altitudes of the interior, including San Salvador.

Sight Seeing : A visit should be paid to Ilopango, to see its extraordinarily effective scenery. The most beautiful sheet of water, Lake Guija, lies on the Guatemalan border, but is difficult to reach. It is about 15 miles long by five miles wide. Lake Ilopango is only 10 miles by car from San Salvador, and quite near

to the Hopango Aerodrome. It is about nine miles long and three miles wide, and is certainly worth a visit. See also the crater of San Salvador volcano, and the park at the edge. It is reached in 45 minutes by car from the Capital. There is a motor service from Santa Ana and from San Salvador to the third well-known lake, Lake Coatepeque, used during the dry season as a pleasure resort. The volcano of Izalco is easily reached from Sonsonate. Every few minutes it throws huge burning stones which drop down its sides with a deafening roar, shaking the hamlets on its slopes. It performs with such regularity that it is known as the "Beacon of the Pacific."

The Colonial Churches of Salvador are magnificent. Visits should be paid to those mentioned in the text and also to the famous cathedral of Metapán; San Sebastián in Villa Delgado; Calvary in Metapán; the ruined church at Ostia; the Assumption and the parish church at Izalco; and the churches at Coatepeque, Suchitoto, and San Vicente.

Health: Malaria, enteric and lung diseases are common, and corresponding precautions should be taken.

Cost of Living: By December, 1949, domestic food prices, were nearly 100 per cent. above the 1939 level. Land values had risen an estimated 80 to 100 per cent.

Guidance for Commercial Travellers.

Every commercial traveller must be provided with a certificate issued by the competent authority in the country of domicile and endorsed by the Consul of Salvador establishing his character as such. No fee is charged for this Consular *visa*. An identity card is necessary. This card is obtained with the passport *visa* at a charge of 5 colónes. Commercial travellers must register with the Migration Authorities within 48 hours of arrival, and they have the right to remain in the country for six months without payment of taxes.

The best months for a commercial visit are from February to May, when there is least rainfall and most business. August is a holiday season. Business is centralised in the capital, but it is as well to visit Santa Ana, Sonsonate, and San Miguel.

El Salvador's Legation in London is 14, Hanover Court, W.1. The Minister is Col. J. Arturo Castellanos.

The Consul General is at 6, Roland Gardens, South Kensington, S.W.7. There are Consuls at Liverpool (2, Bentley Road, 2), Birmingham, and Rochester.

The British Legation is at San Salvador. The Minister is Ralph H. Tottenham Smith, C.B.E.

There is a Vice-Consul at the port of La Libertad.

The United States Embassy and Consulate are at San Salvador (Calle Arce No. 107).

URUGUAY

Routes to Uruguay : From Europe : Uruguay is reached from Europe by any of the steamship lines (such as Royal Mail) which ply regularly to Buenos Aires, or by air. It is served by the air services of British Overseas Airways Corporation, Royal Dutch Airlines, Air France, the Scandinavian Airlines System, and the Spanish IBERIA. Panam do Brasil flies from Montevideo to Europe via Rio de Janeiro.

From the U.S.A. : There are several shipping lines serving Montevideo from New York, Baltimore, Boston, Charleston, Norfolk, Savannah, and Jacksonville. Air services are run by Pan American Airways and (as far as Buenos Aires) by BRANTIE.

From Argentina : The Cia Uruguaya de Navegación and the Cia Argentina de Navegación run daily services between Buenos Aires and Colonia and Montevideo. The Linea Rio Uruguay runs a service from Buenos Aires to Fray Bentos, Concepcion del Uruguay, Paysandú, and Salto. The Uruguayan CAUSA Company flies daily to Buenos Aires from Montevideo and Colonia. The same route is flown by Pan American Airways, the European air companies, and a Brazilian company.

From Brazil : To Montevideo by sea with European and United States lines, calling at Brazilian ports en route for Uruguay ; by Lloyd Brasileiro's river boats from Corumbá (Brazil), by way of Asunción (Paraguay) to Montevideo. By AIR, the Brazilian Cruzeiro do Sul flies from Rio de Janeiro to Montevideo and on to Buenos Aires. By TRAIN : There is an international train between Montevideo and São Paulo (Brazil). By ROAD : There is a Pan American Highway running 1,780 miles from Rio de Janeiro to Montevideo. It is poorly surfaced in parts. This road runs on from Montevideo to Colonia.

From Chile : The Chilean LAN Company flies between Santiago and Montevideo, calling at Buenos Aires for half an hour.

From Paraguay : By Lloyd Brasileiro river steamers from Asunción to Montevideo, and by air.

PLUNA, a Uruguayan air company, flies the internal services between Montevideo and all the important towns. It also flies to Porto Alegre (Brazil) three times a week.

Uruguay, or, to give it its proper name, the República Oriental del Uruguay, was known up to the date of its independence as the Banda Oriental, or eastern bank. Its inhabitants still prefer to be known as " Orientales," a term which indicates their geographical position on the eastern bank of the very wide estuary of the river Plate.

Uruguay is in the south-eastern corner of South America, with Brazil to the north, the river Uruguay separating it from Argentina



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on the west, and the widening estuary of the Plate to the south. Its eastern coast is bounded in part by the Atlantic, in part by the Merim Lake and the Yaguarón River which separates it from Brazil. Its Atlantic sea-coast stretches for 120 miles; the river shore follows the course of the River Uruguay for 270 miles. This stream is navigable all the year round as far as Salto, where there are rapids.

Apart from a narrow plain which fringes most of the coast but not near Montevideo, and an alluvial flood plain stretching north from Colonia to Fray Bentos, the general character of the land is undulating hills with little forest except on the banks of its numerous streams. The long grass slopes rise gently to far off hills, and none of these hills is higher than 2,000 feet. To the west and north the hills are known as the Cuchilla de Haedo; to the south, where they start at Montevideo and the sea and trend north-eastwards to the Brazilian frontier, as the Cuchilla Grande. The River Negro, which rises in Brazil, crosses Uruguay from north-east to south-west, where it empties, amid dense forest, into the River Uruguay. It is navigable for some distance; other rivers are short and navigable for small distances only.

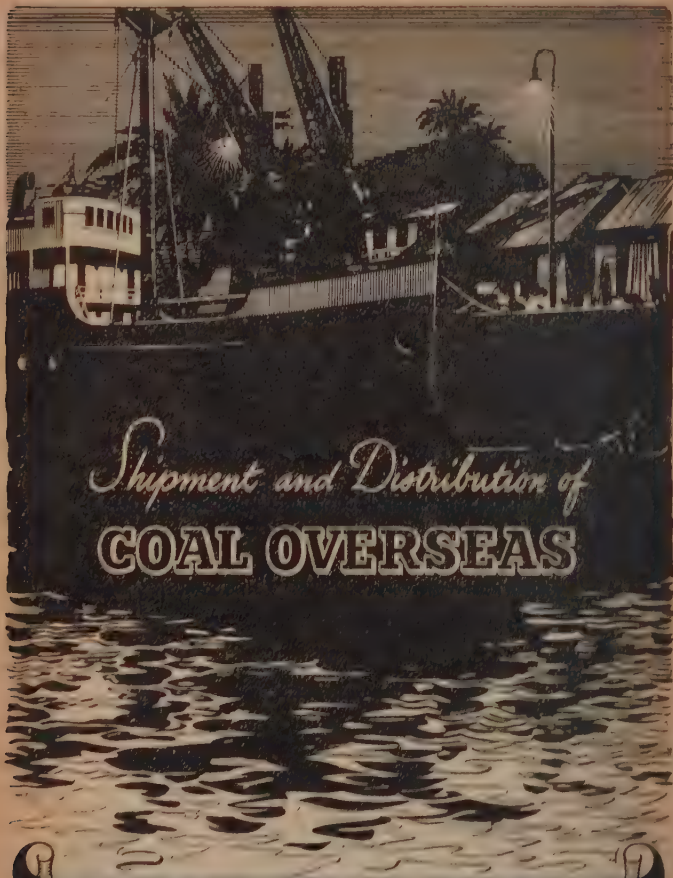
The black soil, rich in potash, produces grasses superior even to those of Argentina. The major part is suitable for arable farming but, as we shall see, only some 8 per cent. of it is so farmed. The grass lands around Rocha, to the south-east, are scattered with groves of palm trees.

The **climate** is temperate, if somewhat damp and windy, and summer heat is tempered by the Atlantic breezes. In the coldest months the temperature does not fall much below 50 Fahr., and in the warmest months does not rise much above 73°. There are normally 150 sunny days in the year. The rainfall, evenly distributed throughout the year, is about 40 inches at Montevideo and some 10 more in the north. But there are quite considerable variations in the amount of rain from year to year. The spring months are October and November; the summer, December to March; the autumn, April and May; the winter, June to September.

With an area of only 71,153 square miles, Uruguay is the smallest republic in South America, but its importance bears little relation to its size; that comes from its strategic situation as a buffer state between the rival powers (in the past) of the Portuguese in Brazil and the Spaniards in Argentina. Like most other buffer states it depends greatly upon, and is sensitive to events in, the outside world. It owes its very independence to the intercession of a world power, Great Britain, in the rivalries between Brazil and Argentina.

History and settlement: The Spanish explorer, Juan Díaz de Solís, sailed up the River Plate in 1515, landed east of Montevideo, and was killed by the Charrua Indians. There was no gold or silver in Uruguay, and it was only after Buenos Aires had been founded that the Spaniards showed much interest in it. Military expeditions against the Indians were unsuccessful, but Jesuit and Franciscan missionaries, landing in 1624, succeeded where the soldiers had failed. It is said that cattle were first introduced during an unsuccessful expedition by Hernando Arias in 1580.

By 1680, the Portuguese in Brazil had pushed south to the Plata



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and founded Colonia as a rival to Buenos Aires, on the opposite shore. The Argentinians attacked it and indeed, until Uruguay attained independence, the rest of its story is a wearisome rivalry for possession between Buenos Aires and Rio de Janeiro. It was the Portuguese who planned, but the Spaniards who actually founded, the city of Montevideo in 1726. The city changed hands several times and was actually taken by the British in 1806, but next year, after their failure to take Buenos Aires, they withdrew altogether. This repulse of a major power led to a growing demand for complete independence from Spain in both Argentina and Uruguay. The Uruguayan patriot, Artigas, in confederation with some Argentine provinces, maintained a free Uruguay from 1814 to 1820, but had to flee to Paraguay when the Portuguese captured Montevideo in 1820. Uruguay, under the name of the Cisplatine Province, was in Brazilian hands until 1825, when Lavalleja, at the head of thirty-three patriots (*Treinta y tres*) crossed the river and returned to Uruguay where, aided by Argentina, they harassed the Portuguese. After the battle of Ituzaingo on February 20th, 1827, in which the Brazilians were defeated, Great Britain interceded, with the result that both Argentina and Brazil relinquished all claims on the country and independence was declared on August 27th of the following year.

The early history of the republic was wretchedly confused by civil war between two rival presidents, Rivera with his *Colorados* (reds), and Oribe with his *Blancos* (whites). Oribe, in this ten years' war, was helped by the Argentine dictator, Rosas, and Montevideo was besieged. Rosas fell from power in 1852, but the contest between *Colorados* and *Blancos* still went on in Uruguay. A Colorado, Flores, helped by Brazil, became president, and Uruguay was dragged into the war of the Triple Alliance against the Paraguayan dictator, Lopez. Flores was assassinated in 1868. The country, ruined by civil war, dictatorship and intrigue, only emerged from its long agony in 1903, when a truly great and noble man, Jose Batlle y Ordóñez, was elected president. But before we go on to consider what Uruguay has accomplished in the last fifty years, it is expedient to glance at the much more interesting history of its colonisation and economic development.

Settlement and economic development: The cattle were quicker than the Spaniards to grasp the potentials of this gently sloping grass land with its many clear streams and temperate climate. The Spaniards did not settle in Uruguay for 200 years after coming to the Plate, but the cattle, once introduced, multiplied exceedingly and were responsible, for a long time, for the social structure of Uruguay. Groups of gauchos trailed after the herds, killing them for food and selling their hides only. These gauchos were nomadic, claiming no stake in the land. They were rough and ready opportunists, prepared to fight for the highest bidder, Portuguese or Spaniard, as mercenaries. Organised commerce began with the arrival of Argentine cattle buyers who found it, in the long run, to their advantage to hire herdsmen to look after cattle in defined areas around their headquarters. Slowly, almost imperceptibly, this arrangement spread and the land began to be parcelled out into *estancias* with definite boundaries.

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By about 1800 most of the land had been captured by the large estancias. Only around Montevideo was there any commercial farming, but there, small *chacras* grew vegetables, wheat and maize for the near-by town. It was only after independence had been obtained in 1828 that immigration began on any scale. Montevideo was then only a small town of 20,000 inhabitants. Italians and Spaniards flowed in, some into the towns, and some to colonise the tract round Montevideo devoted to crops and vegetables. The native-born Uruguayans have never taken to this form of farming; they have remained pastoralists, leaving commercial farming to the immigrants. Unlike Argentina, Uruguay has remained to this day a preponderantly pastoral country. Preston E. James suggests, in his book "Latin America," two reasons for this: first, that alfalfa is better pasture than grass in the Argentine Humid Pampa, whilst the reverse holds true for Uruguay; and secondly, that the lower yields of crops in Uruguay made it impossible for the Uruguayans to compete with the superlative grain farms of Argentina. For the last 55 years, there has been no increase in the area devoted to crops in Uruguay. The pastoral life alone has changed. The up-grading of cattle by importing live stock from England has made Uruguay second only to Argentina in importance as a meat and meat product exporter. Meat, meat products, hides and skins from the frigorificos accounted for 28 per cent. by value of the total exports in 1950. From the middle of the 19th century high grade wool, again the result of importing pedigree sheep from England, has become an increasingly important item in Uruguayan economy; it accounted, in 1950, for 60 per cent. of the total exports. The whole look of the land has been determined by the herds of cattle and the flocks of sheep: the estancias, the barbed wire fences and (odd for an Englishman) the wide fenced driveways for sheep and cattle provided at the side of each road.

The agricultural area, as opposed to the pastoral, will be dealt with under "Natural Resources."

Present Social Structure: With the election of Jose Batlle y Ordóñez as president from 1903 to 1907, and his re-election in 1911, the history of Uruguay was given a sharp new direction which was to turn it in a short space of time into the only "welfare state" in Latin America. The economic, social, and political reforms initiated by him have now created a state which has nationalised electricity and the railways, which controls the manufacture and distribution of such diverse products as petrol, alcohol, and chemicals; controls insurance; runs its own banks, theatres, hotels, casinos, and telephones; administers the port of Montevideo and provides its own tug boats; subsidises music and controls broadcasting. Its working man's charter provides for a six day week of 44 hours, a minimum wage, holidays with pay, liability insurance, free medical service, old age and service pensions and unemployment pay. Women have the vote and the vote is secret; divorce is legalised, illegitimate children have status and the right to inherit, and the investigation of paternity is obligatory. Education is free and compulsory, capital punishment abolished, and the church dis-established.

Population : The population of Uruguay, which was 520,000 in 1883 and 1,000,000 in 1908, is now 2,540,000. A third of this population lives in Montevideo. Both the death rate and the birth rate are low. The people are almost entirely white, for there are no native Indians left. Possibly 10 per cent. are mestizos, the descendants of intermarriage between Europeans and the native Indians.

Government : Since March, 1952, administration is by a National Council of nine members elected by a General Assembly of senators and deputies, which also elects a tribunal of five umpires to arbitrate in the event of administrative disputes. The Council is drawn from both Government party and opposition. It is responsible for internal and external policy, and initiates legislation to implement its policy in the General Assembly, which can, however, initiate its own legislation after referring to the Council for approval. If approval is refused, the umpires attempt a reconciliation between the two bodies, but even if they fail and the Council disapproves, the draft becomes law after a lapse of time. Power is thus enclosed within a strong hoop of democratic limitation, and the chances of a dictatorship are lessened.

The Chairman of the Council is Sr. Andres Martinez Trueba.

The Roads : There are 4,208 miles of roads in Uruguay, among the best in South America, due partly to the ease with which metal is to be got. They tend to radiate out of Montevideo. A part of

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Montevideo — Uruguay

the Pan-American Highway runs from Montevideo westwards to Colonia; this road and a road which branches from it to Mercedes, continuing north through Paysandu and Salto to the Brazilian frontier at Bella Union is dealt with under "West from Montevideo." North eastwards from Montevideo a Pan-American Highway runs through Minas, Treinta y Tres and Melo to Acegua on the Brazilian frontier; it goes on to Rio de Janeiro. Another road connects the watering places along the coast east of Montevideo as far as Chuy on the Brazilian border. Second class roads connect the towns in the rest of the republic. The Oficina Nacional de Turismo will help to plan itineraries by car through the countryside.

The Railways also converge upon Montevideo and have a total length of 1,875 miles. They were mainly built by the British from 1868 on but were all sold to Uruguay in 1948. They are all of the 4 ft. 8½ inch gauge. The Northern Line connects with the Brazilian line into Rio Grande do Sul at Rivera. A glance at the sketch map will show what railways there are.

There are 775 miles of navigable riverways.

THE TOWNS.

Montevideo, the capital and one of the great cities of the continent, was founded in 1726 and has a population of 880,000. Originally built on a low promontory between the ocean and Horseshoe Bay (around where the port works are today), the city has spread into the flat country behind, and westwards round the Cerro, the lofty isolated cone to which Montevideo owes its name. The original site, though the fortifications have been destroyed, still retains a certain amount of Colonial atmosphere, though few of its buildings are earlier than the close of the 18th or opening of the 19th centuries. The rest of the city is modern, criss-crossed with wide avenues and tree-lined streets, and laid out with large open spaces, parks, and gardens. Above the flat roofed houses tower two buildings: the Cathedral, 133 feet high, flanked by two side turrets and surmounted by a dome; and the Palacio Salvo, with a main building of 12 stories surmounted by a tower of fourteen. Both are visible for many miles. This clean, brisk, pleasant city not only dominates the commerce and culture of the republic; it is, in its own right, a fashionable summer resort and the point of departure for a string of seaside resorts along the coastline to the east.

The centre of social life is the Plaza Independencia, a square park surrounded with colonnaded buildings set between the old town and the new. At its centre is a statue to Artigas, and at each corner plays a fountain. In this square is the splendid Solis Theatre, with the Museum of Natural History alongside. On the southern side is the Ministry of the Interior, and a short way down the Avenida 18 de Julio to the east rise the 26 stories of the Palacio Salvo, from the top of which visitors can get a splendid panoramic view. Calle Sarandí, the main shopping street, runs west from the Plaza through the old town to the port. In the old town, a short distance west of Plaza Independencia, is the most ancient square in Montevideo:

the Plaza Constitución. Here, on one side, is the Cathedral (1700-1804), with the Cabildo, or town hall (1804-1810) opposite. On the south side is the exclusive Club Uruguay. Still more to the west along Calle Sarandí is the small Plaza Zabala, with a monument to Zabala, the founder of the city. North of this plaza are three buildings well worth seeing: the Banco de la República, the Bolsa, or Stock Exchange, and the Custom House.

Other impressive buildings in Montevideo are the New Municipal Palace (along Av. 18 de Julio from Plaza Independencia as far as the small Plaza Lorenzo Justuiano Perez, facing which is the Palace; in this plaza is a fine statue of the gaucho); the University and National Library (further along Av. 18 de Julio, past Plaza Treinta y Tres); the Legislative Palace (reached from Av. 18 de Julio along Av. Agraciada), built almost entirely of marble.

Of the many splendid parks, El Prado (along Av. Agraciada from Av. 18 de Julio), is the oldest. Amongst rolling lawns, trees, lakes and grottoes through which flows a river is the world's most magnificent rose garden planted with 850 varieties. The Municipal Museums of Fine Art and History are in the grounds. (The National Museum of History is in the old town). The largest and most popular is Parque Rodó, on Rambla Presidente Wilson. Here is another famous rose garden, an open air theatre, an amusement park, an artificial lake studded with islands round which motor boat, gondola and canoe ply. The National Museum of Fine Arts, with works by living artists, and a children's playground is at the eastern end. In Parque Batlle y Ordóñez (reached by a continuation east-

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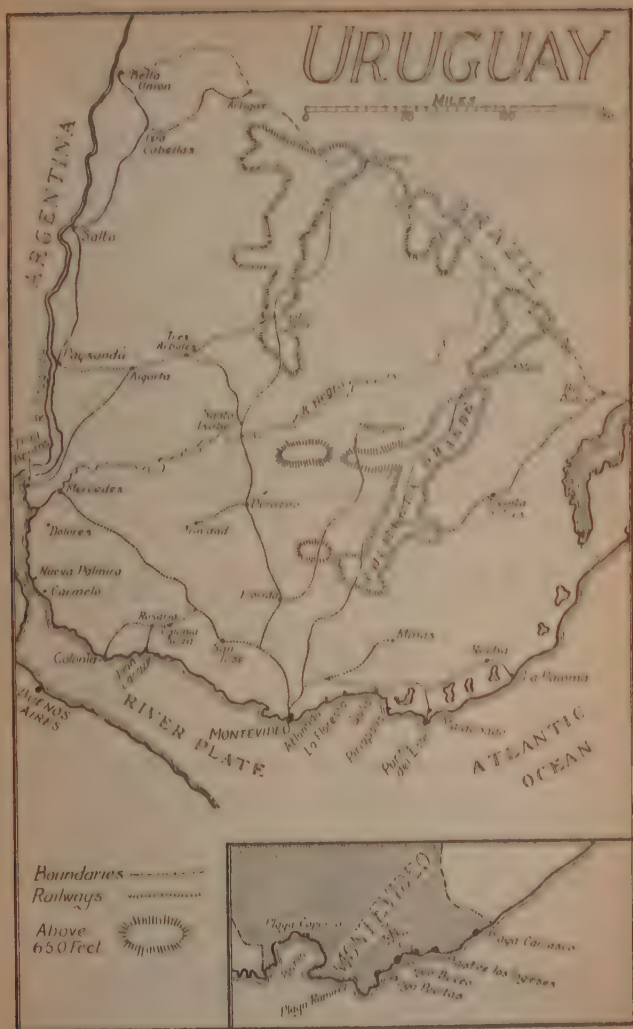
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wards of Av. 18 de Julio), are a number of statues. The most interesting group, set on the ground and not raised, is a "covered waggon" monument showing three yokes of oxen drawing a waggon. In the grounds is the largest stadium in South America, with a seating capacity of 80,000, and the pitch where international football matches are played. The Zoological Gardens are a few blocks to the east of this park.

The Beaches : Eight or nine bathing beaches lie stretched along almost the whole of the metropolitan water front, extending from the Playa Capurro, on the north side of Horseshoe Bay, to the Playa Carrasco at the eastern extension of the city. Along the whole waterfront, joining up these beaches, runs a magnificent road, the Rambla Sur. It is differently named along its different stretches in honour of several nations : one part is called the Rambla Gran Bretaña. It is here that the ship's bell of H.M.S. Ajax has been placed to commemorate the Battle of the River Plate and the sinking of the Graf Spee. The beaches are composed of clean white sand and the bathing is excellent. They are all fed by tram and bus services and are easily reached from the city.

Playa Capurro, on the northern shore of the bay, has a beautiful park as background. **Playa Ramírez**, the first to the east of the port, lies in front of Parque Rodó, whose facilities are open to bathers. **Playa Pocitos**, two kilometres eastwards from Ramírez, is surrounded by chalets and hotels, above which towers the Rambla Hotel Casino. On this beach, the most favoured by tourists, is the large municipal swimming pool of Trouville where national and international

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tournaments take place. Then comes the **Playa Buco**, where regattas are held. The Oceanographic Museum is here. Almost merging with it is **Playa Malvin**, not far from Parque Rivera. A series of small beaches, one of which is the **Playa de los Ingleses**, takes us beyond Punta Gorda to **Playa Carrasco**, 9 miles from the port. This, perhaps the finest of all the beaches, is at the end of the Rambla Sur. It is backed by the town and a thick forest which has been partly turned into a national park. Carrasco has two luxurious casino hotels. The main airport is here.

Further east along the coast is a string of resorts which are dealt with later in "East from Montevideo."

Hotels.

Name of Hotel.	Rooms.	Per day, per person in rooms for two, with bath.	Per day, per person in rooms for two, no bath.
		8	8
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Cervantes (without board)	100	5.50	—
Colón	60	10	8
Junco	30	7.50	6.50
España	62	14.50	11.50
Palacio Florida	85	11	9
Palacio Salvo	54	8	—
Nogaro	135	17	—
Del Globo	60	8	7
Pirámides	35	9	8
AT PLAYA RAMIREZ			
Parque Hotel	120	20	—
AT POCHOS			
Ermitage	98	20	—
Rambla (without board)	160	8	—
Las Palmas	17	11	—
Gloria	24	—	7
Suizo	21	19	7
AT CARRASCO			
Atlantic	110	10	8.50
Bristol	60	10	8
Carrasco	177	23	—
Cottage	34	18	—
AT MALVIN			
Las Brisas	12	—	7
Amazonas	24	6	5
Villa del Mar	21	8	7
El Ancla Argentina	22	—	6
Oceanía	46	9	8

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(For announcements of local hotels and business houses see the latter section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Meals at first class hotels: Breakfast, \$1.50; Luncheon, \$3.50—\$5.00; dinner, \$5.00—\$6.00; tipping, 10 per cent. Rates at hotels vary with the season. A 45 per cent rebate is allowed on hotel charges, including tips, to all bona fide tourists staying at least four days between December 15 and April 30.

Fares:—Taxis are expensive, 50 cents for first 1,000 metres, and 10 cents for each 400 metres thereafter. Trams: flat rate of 8 cents in the city. Buses: flat rate of 8 cents. Automobiles: Inside city limits, \$50 per day, \$6 per hour.

Landing:—Steamers normally go alongside. Motor launches are usually available.

Clubs:—Uruguay; Military and Naval; Jockey; Rotary; Y.M.C.A.; Y.W.C.A.; French; English; Italian; La Prensa; Catholic; Brazilian; Spanish; Automovil; Yacht Club; Club Nacional de Regatas; Rowing Club; Touring Club; Punta Carretas Golf Club; Montevideo Cricket Club; Argentine; Carrasco Polo.

Local Steamers :—To Buenos Aires daily, 22.00 p.m. (\$24.50, single ; \$48.40 return). To Rio de Janeiro (various companies), daily. To Paraguay (Lloyd Brasileiro) twice monthly \$97.30 single.

Airport : The main airport is at Carrasco, a 40-minute drive from the City.

Rail :—Through trains to São Paulo (Brazil ; 83 hours). Weekly train to Rio de Janeiro, with one change at Rivera. Trains to Salto and Paysandú, and all parts. For services and times see the "Guía del Ferrocarril Central."

Restaurant cars are provided on all long-distance trains. It is usually necessary to book sleeping berths beforehand.

Sports :—Water sports are very popular. There are four large swimming clubs in Montevideo, the best of them being the Trouville. Uruguay has three important yacht clubs, the Uruguayo, the Nautilus and the Punta del Este. The Uruguayo has a good club-house at Buceo. Both the Montevideo Rowing Club and the Uruguayan Club Nacional de Regatas have club houses on the Bay. The German Rowing Club is on the Santa Lucia River.

Fishing is becoming popular. Association football is played intensively. There are two good 18-hole municipal links. There are several Lawn Tennis Clubs, and two for Polo players. The most played game in the country is Association Football. Horse races are held on the "Maroñas" Race Track, or Hipódromo, on Sunday. The near-by Las Piedras and Pando race tracks have meetings on some week days and on holidays.

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Excursions from Montevideo : **Sayago**, 5 miles north of the capital, by tram or rail, has an Agricultural College and an interesting experimental station. Beyond, the tram runs (one hour from Montevideo) to **Villa Colón**, a charming town amongst woods with a fine avenue of eucalyptus trees and public gardens. A little further is **Las Piedras** (12 miles from Montevideo), in a vine-growing district. It has a Gothic Chapel of the Silesians. Meetings are held every Thursday on the racecourse. **Canelones**, 27 miles by rail or autobus from Montevideo, beyond Las Piedras, is a typical small town of 15,600 inhabitants, in the grain growing area.

Santiago Vazquez, at the bar of the Santa Lucía River, gives good boating amongst a series of picturesque islets. A launch trip up the river reaches **Parador Tajés**, where there is a famous inn. The place is 31 miles from Montevideo by bus. There is good motor-boating at **Pando**, a town (10,000 inhabitants) on the banks of a small river 22 miles from Montevideo, from which there are bus and train services.

EAST FROM MONTEVIDEO.

Almost all the 100,000 tourists who visit Uruguay every year either stay at Montevideo and its beaches, or go eastwards to the estuary and Atlantic coast resorts. These are strung along a road, (with short branches to some of the resorts), which runs through Pando eastwards to Punta del Este, beyond which, to the Brazilian frontier at Rio Branco, it is for the most part a second class or improved road. A railway companions the road as far as La Paloma, near Rocha, so that all the resorts can be reached either by rail or road.

The first, **Atlantida** (*Planeta Hotel and Casino*), 36 miles from Montevideo, is ringed by fir forest and has a good golf course. A short distance beyond, in groves of eucalyptus and pine, is the intimate and small beach of **Las Toscas**. Four miles beyond Atlantida is **La Floresta** (*La Floresta Hotel and Casino*), surrounded by woods which can be explored on foot or on horseback. The chalets are pretty ; the place reminds one of the village of Landes, near Biarritz. About 22 miles further on is **Solis** (*Alcion Hotel and Casino*), at the mouth of a river. It has a very long beach, good fishing, and delightful river and hill scenery.

The next resort, **Piriápolis**, has a fine casino hotel and some thirty others. Piriápolis is 18 miles from Solís and 80 from Montevideo. Its station, Pan de Azúcar, is 10 miles to the north. It has a yacht harbour. The town, set amongst hills, is laid out

prettily with an abundance of shade trees, and the district is rich in pine, eucalyptus and acacia woods. The hills, of volcanic origin, rise to over a 1,000 feet, and there are medicinal springs. There are good walks up the two peaks of Cerro del Ingles and Pan de Azúcar, crowned by a tall cross. The Plate estuary is now left behind, and 18 miles from Piriápolis is **Maldonado** (*Maldonado Hotel*), a port on the Atlantic with a population of 7,000.

This peaceful small town, sacked by the British in 1806, has many colonial remains : the parish church, the watch tower in the plaza, and fortifications on the beach and on Gorriti Island. Almost its only activity to-day is seal fishing on the Lobos and Castelles Islands. It is 4 hours by rail from Montevideo.

Three miles further, facing the open waters of the Atlantic, lies the fast growing **Punta del Este**, with several beaches, some calm, some rough enough for surf bathing. The coast is more rugged here. There is a good golf course and fine fishing both at sea and in three near-by lakes and the river Maldonado. Many yachts and pleasure cruisers tie up at the port. (*Hotels : Nogaro, with Casino ; Biarritz ; British House ; Miguez*). Near Punta del Este the **Playa San Rafael** is growing rapidly.

This is the end of the beaches already developed, but there is a hundred miles of coast along which this Riviera could be extended eastwards towards Brazil.

Both road and railway run on to **Rocha** (*Hotels Arrarte and Roma*), 115 miles from Montevideo. Rocha, lying a few miles away from the sea, has a population of 28,500. Groves of palms dotted about the dune land gives it an unusual beauty. The railway is continued southwards to the coast at **La Paloma** (*Hotel Cabo Santa Maria, with Casino*). This is a good port for yachts, for it is protected by two islands. There is attractive scenery and good sea and lake fishing.

Beyond Rocha, on the road to Brazil, lie the two Colonial fortresses of Santa Teresa and San Miguel, the former said to be the oldest fortress in South America.

WEST FROM MONTEVIDEO.

There are roads and railways to nearly all the towns which will be dealt with now, and buses run along most of the roads. The towns on the coast or on the Río Uruguay can be reached by boat, and there are air services from Montevideo to most of them.

An almost straight paved road, part of the Pan-American Highway, runs from Montevideo westwards for 110 miles to Colonia del Sacramento, at which passenger boats from Buenos Aires berth. This is a busy road, for much traffic from the Argentine flows along it.

About 74 miles from Montevideo, a 3 mile branch leads north to **Colonia Suiza**, a Swiss settlement of some 4,500 people, with good hotels, in the "Switzerland of Uruguay." It lies in a beautiful area. Near by is a Russian settlement. At 75 miles along the main road, and just south, is another colony, this time of Waldensians,

who still cling to some of the old manners and customs of the Piedmontese Alps. The three colonies are typical of the immigrant initiative which created the agricultural zone of Uruguay.

Four miles further on, a main road branches off right to **Rosario** (3 miles), Mercedes (102 miles), and Fray Bentos. (21 miles further). **Rosario** is a typical agricultural town; its main activities are dairying and grain production. Its port, **Juan Lacaze**, reached by a branch railway, lies 14 miles south-west. River steamers and yachts call here.

Colonia (del Sacramento) is a pleasure resort on land jutting into the River Plate. It was founded by Portuguese settlers from Brazil in 1680, and still contains samples of private and official Colonial buildings. The plaza is particularly picturesque. Buenos Aires, to which there is a ferry service, is only 31 miles across the estuary. Population: 10,000.

Hotels :—Esperanza, Colonial, Beltran.

Shipping Services :—Cía. Uruguaya de Navegación, Cía. Argentina de Navegación, to Buenos Aires Tuesdays and Fridays, 6.15 p.m., Wednesdays and Saturdays, 10.30 a.m. Fares: first class, \$9.00; return, \$17.40.

The road swings north and north-west to reach the resort of **Carmelo**, 46 miles away, on the shores of Las Vacas River. (There is no railway to it). Population: 8,172. The port is one of the safest in the republic for small craft; it harbours several hundred yachts during the season. In the summer there is a launch service to Tigre, across the river. The surrounding countryside is very like that of the Sierras of Córdoba. The ruins of a Jesuit building lie not far away.

Hotels :—Casino Carmelo; Comercio.

Some 18 miles up the river, by car, is **Nueva Palmira** (population 3,500), a port of call for river steamers. The road is continued (in not very good condition), through the small river port of **Dolores**, 20 miles up-river from the confluence of the Río San Salvador with the Río Uruguay to

Mercedes: This livestock centre and resort is best reached, however, either by road from the main Colonia-Montevideo highway, or by railway from the capital (186 miles). It is set on the south bank of the Río Negro, 30 miles above the point where it empties into the Río Uruguay. Small vessels plying on the Río Negro connect at its mouth with large steamers plying between Salto, Montevideo, and Buenos Aires. This pleasant small town of 33,000 inhabitants is a yachting centre during the season.

Hotels :—Comercio; Universal.

Bank of London and South America, Ltd., (Agency).

The road continues westwards (21 miles) to

Fray Bentos, a port on the Uruguay River, 120 miles above Buenos Aires and 250 miles, by water, from Montevideo. Passengers on the train from Mercedes have to cross the Río Negro by boat. The town's main industry is meat packing and canning; it is here that the Liebig extracts are made. The excellent port has 24 ft. of water. Population: 18,000.

Steamers :—Cía. Argentina de Navegación from Buenos Aires, three times a week. Launch services four times a week to Guleguaychú, in Argentina.

Paysandú, on the east bank of the Río Uruguay (navigable here to vessels of 14 ft. draught), and 76 miles by road from Fray Bentos, is the only Uruguayan town besides the capital which has reached a population of 50,000. It is an industrial town, mainly devoted to the meat industry, but there are important shoe and soap factories as well. There is a golf club and a rowing club which holds regattas.

Hotels :—Concordia ; Paysandu.

Banks :—Bank of London and South America, Ltd., Banco Comercial.

Salto, 68 miles by road north of Paysandú (whence it can be reached by rail or river), is the third city of the republic, with a population of 48,000. Salto is a livestock centre, but it has also been called "The City of Oranges" because of the immense surrounding groves of oranges and tangerines. Bees are farmed on a large scale. Across the river is the Argentine City of Concordia.

Hotels :—Gran ; Español ; Concordia.

Banks :—Bank of London and South America, Ltd. ; Banco Comercial.

Local Steamers :—Cia. Argentina de Navegación to Buenos Aires.

Above Salto the river runs between high banks, with many rapids, so that only small boats can ply on it. A favourite excursion from Salto is by launch to one of these rapids, the Salto Chico ; another is to see the picturesque waterfall of Salto Grande.

Both road (92 miles) and railway run north to the little town of **Bella Union**, near the Brazilian frontier.

OTHER TOWNS.

There are about a dozen towns other than those mentioned in the text, all pleasant, and most of little significance.

San Jose, 60 miles by bus or train north-west from Montevideo, is the most important. With a population of 13,000, it is a typical "agricultural zone" town. It has one of the best and largest churches in the country, and its resounding public clock can be heard a fabulous distance. A statue to Artigas in the Plaza commemorates the Peace of April, 1872.

Rivera (with 22,000 inhabitants), on the Brazilian frontier, is the terminus of a railway line running north from Montevideo (351 miles). It is divided by a street from the Brazilian town of Santa Ana do Livramento. The railway is continued to Santos and Rio de Janeiro, in Brazil. Besides the inevitable cattle trade, tobacco and fruits are grown in the area.

Hotels :—Casino ; Nuevo.

The remaining two towns worth describing are on the Pan American Highway running north-east from Montevideo to the Brazilian frontier : Minas, at kilometre 121, and Treinta y Tres, at kilometre 332.

Minas, with about 25,000 inhabitants, is a picturesque small town set in the wooded hills which supply granite and marble. Lavalleja, the leader of the Thirty-Three who brought independence to the country was born here. There is an equestrian statue to him. The church's portico and towers, some caves in the neighbourhood,

and the countryside around are worth seeing.

Hotels :—Minas ; Garibaldi.

Treinta y Tres, 200 miles by railway and road from Montevideo, has a population of 21,500. It is picturesquely placed a little distance from the Olimar River. The railway and the Pan American Highway go on to Rio Branco, where they cross the Yaguarón River by an international bridge into the Brazilian town of Jaguarão.

NATURAL RESOURCES.

Apart from about 8 per cent. the whole land is given up to grazing. According to the latest census taken in 1951 the livestock in the country consists of some 8,000,000 head of cattle and 23 million sheep. There are 549,995 horses, 8,538 mules and asses, 16,887 goats and kids, and 274,392 hogs. The economy of the country is firmly based on the herds of cattle and flocks of sheep, which are slaughtered in the three frigoríficos at Montevideo and the "Anglo," (Liebig's old frigorífico) at Fray Bentos. These establishments prepare tinned meats, frozen and chilled meats, extracts of beef, guano, dried blood, fats, glue from the hooves, and the hundred and one other by-products of a frigorífico. These are largely exported to Europe and the U.S. There are also, in all, eight *saladeros* preparing charque and fats for export to Brazil and Cuba : four at Montevideo, three in Paysandú, and one at Artigas. Of the seven canning factories four are at Montevideo, two in Salto, and one in Paysandú.

During 1948 the slaughterings at the four frigoríficos were 588,986 cattle, 920,126 sheep, and 133,698 swine. In 1950 there was exported 62,429 m. tons of frozen beef, 21,647 m. tons of canned beef, 13,014 m. tons of frozen lambs and wethers, and various meat products. The total value was U.S. \$43.2 millions, or 17 per cent. of total exports.

Most of the sheep stock comes from England : Merinos, Lincoln, and Romney Marsh. Wool, the main source of income, is clipped from September to November. In 1950-51 the clip was 165,300,000 lb. Domestic consumption is about 10 million lb., and the rest is exported, some 77 per cent. of it to the U.S. In 1950 wool shipments valued at U.S. \$152.7 millions, were 60 per cent. of total exports, compared with 35 per cent. in 1949.

The production of cattle hides, sheep skins and bristles is naturally large. The exports of these products in 1950 (27,888 m. tons of cattle hides, 13,010 m. tons of sheep and lamb skins) were valued at U.S. \$28.2 millions, or 11 per cent. of total exports.

From the foregoing percentages of total exports represented by meat and meat products, wool, hides and skins and bristles, it will be seen that the pastoral industry accounted, in 1950, for 88 per cent. of the total exports. In 1949 (a more normal year) they accounted for 70 per cent.

The **pastoral way of life** is so important in Uruguay that it would be advisable to give a more intimate glimpse of it. The typical Uruguayan estancia is set within a grove of high trees. At or near the gate is a small house, brick or adobe, with a roof often of thatch. This is the home of one of the *puesteros*, or pasture tenders, whose

duty it is to look after one of the large potreros, or pastures, and to keep the gate.

Entering the pasture and driving through, one follows a cart track or an avenue of eucalypti. The pasture may be of 100 or even 5,000 acres. Well-managed estancias make rather small enclosures, the better to arrange their stock—from 200 to 500 acres in the main pastures, with smaller paddocks of from 40 to 100 acres, more or less, near the headquarters.

The estancia headquarters gleam white through the trees. There are the galpones, or barns, for shearing and possibly storing the wool; stables for horses and sheds perhaps for cattle; small houses for the peons, or labourers; and last, the house of the estanciero himself, which may be large, but is usually a rambling, roomy, one-storey brick building, plastered on the outside, and roofed with tiles. It is probably surrounded by a garden yielding oranges, peaches, apricots, figs, plums, roses, flowers, and vegetables.

In ordinary weather, when there is little to do to the sheep, the men are employed in perfecting the fences, repairing the houses, getting up the sheep for assorting or culling, or in work with the cattle, of which there are always a number. The fences are inspected at short intervals and there is a rigid scrutiny of every sheep for scab disease.

Lambing begins in April, May or June, and lambs born then get a good start during the winter and grow rapidly in August and September, when the spring comes. Other estancieros have all the lambs born in August and September, or sometimes as late as October.

Droughts in Uruguay are possibly less severe than in Argentina, though there is little difference in this respect. Locusts come in swarms from the north, settle over the lands, strip trees of their leaves, gardens of their plants, orchards of their fruit; consume even the grass and the very weeds. Few species of trees and plants are untouched by the destroyers. They come at irregular periods, and after a time disappear for another lull.

It is customary to furnish food to the labourers on estancias. The food is chiefly mutton, and a man and his family may consume from 70 to 100 sheep in a year.

Commercial farming and grains: For reasons explained in the general introduction to this chapter only a small proportion of the land suitable to grain and crops has been used for that purpose. This agricultural zone can be delimited roughly by drawing a line from Punta del Este north for fifty miles, then due west for 175 miles to the Plata shore, 30 miles north of Colonia. Of Uruguay's total area of 17,950,000 hectares, only 1,502,000 are cultivated, though a further 3,918,000 hectares are suitable. The proportions were much the same in 1895. The agricultural area is, in fact, more or less constant, and there are few signs that it will increase at the expense of the pastoral area. The number of farmers of this area remains, moreover, fairly constant at about 100,000. About half of them own their own farms.

The main crop is, and always has been, wheat (495,661 hectares), of which there is usually a small amount for export, both as grain and

flour. The second crop, flax, taking up less than 28 per cent. the area of wheat, also yields a surplus for export, along with its by-products, linseed oil and oil cakes. The third crop, maize, along with oats, common barley and brewing barley, are grown for internal use. Uruguay needs some 35,000 m. tons of rice, but now grows more and exports the surplus. The growing need for edible oils, once entirely supplied by linseed, has led to the extensive planting of sunflower and groundnuts but there is rarely any export of their oils. There is, too, a certain amount of horticulture to supply the capital with potatoes and vegetables, but potatoes are imported.

Fruits (oranges, mandarines, lemons, pears, peaches, apples) of excellent quality are produced, but not for export, throughout the country. About 340 m. tons of tobacco, not nearly enough for local needs, is grown. The vineyards are nearly all in the department of Montevideo. About 72 million litres of wine and 107,000 m. tons of Tannat, Pinto, and Gamay Noir grapes are produced.

Fishing round the coast has not been greatly developed and the catch is only about 7 million pounds. During the winter months Montevideo is the anchorage of various whaling flotillas owned by British and Scandinavian firms operating in the South Atlantic.

Minerals are, unfortunately, almost completely absent. There is no coal, no oil, no iron. What Uruguay has in plenty is marble of great variety and beauty, as may be seen in many of the large buildings at Montevideo, more particularly the Legislative Palace, often called the Marble Palace. There is also a large quantity of granite.

Trade: The various exports of major importance have been dealt with in the text. The main imports are petrol, coal, fuel and lubricating oils, kerosine, sugar, textiles, yerba mate tea, olive oil, newsprint, iron bars and rods and tinplate.

				Exports.	Imports.
1948	..	..	..	U.S.\$178,953,000	U.S.\$201,455,000
1949	..	..	..	U.S.\$191,660,000	U.S.\$181,718,000
1950	..	..	..	U.S.\$254,300,000	U.S.\$201,700,000

Exports are based on the value of licenses utilised and imports on the value of clearance permits authorised.

In 1950 imports from the British Commonwealth were U.S.\$53.1 million; from the U.S.A., \$39.3 million. Exports to the U.S.A. were \$129.5 million; to the British Commonwealth, \$37.4 million.

The funded **Public Debt** at Aug. 31, 1951, was 783,000,000 pesos internal and 115,000,000 pesos external.

INDUSTRIAL DEVELOPMENT.

The main impediments to industrial development are the lack of raw materials and particularly of coal and oil for power. Even firewood is imported. Uruguay's only source of power is water generated electricity. A dam over the Rio Negro was completed in 1945, and a plant with a capacity of 128,000 kilowatts is operating. Other such projects are in the planning stage. The annual production of energy is now about 400 million k.w.hs.

Uruguay has made rapid strides in the development of her industries. At first it was based upon locally produced raw materials: woollen textile spinning and weaving, leather goods, dairy industries,

breweries, cement. But the closing up of foreign sources of supply during war-time created a number of other industries, many of them based on imported raw materials. The cotton textile industry is developing, but produces too few types and qualities. A rayon spinning and weaving industry, backed by United States capital, has been set up. Motor tyres are produced in the country. There is a strongly established pharmaceutical industry; wireless receivers and valves are also produced locally, as well as the simpler type of domestic electrical fittings. Electric stoves, domestic equipment, water heaters, and domestic refrigerators are also manufactured locally, often using certain imported components. There is an important local clothing industry. There is, however, no advanced heavy industry, no production of vehicles, internal combustion motors, complicated electrical machinery, cables, etc. Generally speaking, wages are high by South American and European standards in terms of output. Local industry suffers from the smallness of the domestic market and its inability to compete internationally on account of high production costs. Local manufacturers are protected by high tariffs and restrictive import licensing and manufactured exports are subsidized by special exchange rates.

INFORMATION FOR VISITORS.

A **passport** and visa is necessary for entry into Uruguay. Application for a visa should be made at least a month before sailing to the Consul-General at 66 Pont Street, Knightsbridge, London, S.W.1., or to one of the consulates at Glasgow, Liverpool, Southampton, Cardiff, Swansea, and Dublin. Requirements for the visa vary, and enquiries should be made at a consulate in good time.

It is understood that tourists are given a visa, valid for 3 months, on production of a letter in duplicate from the Steamship Company stating class and approximate length of stay and certifying that they are *bona fide* tourists, and another from the Bankers guaranteeing financial stability.

A business visitor needs the following documents for a visa:

- (a) Proof, in the form of a letter from his employers or Chamber of Commerce or other responsible body, as to the business nature of his visit;
- (b) a medical certificate from the doctor appointed by the consul verifying that he has been vaccinated against small pox and diphtheria and is not suffering from an infectious disease; and
- (c) evidence that he will obtain a passage to and from Uruguay.

The visa, which permits its holder to stay three months in Uruguay, may be renewed for another three months once, if necessary.

The same documents are needed by a person travelling through Uruguay to another country, plus a certificate from the competent authorities in the country of final destination that he is authorized to enter that country.

Business men and commercial travellers are strongly advised to read "Hints to Business Men visiting Uruguay," which is issued

free on application to the Commercial Relations and Exports Department of the Board of Trade.

Best times for visiting : Most tourists visit Uruguay during the summer (December to March), though hotels are then inclined to be full and have to be booked in advance. Business visits can be paid throughout the year, but the best months are the winter months between June and August, and December and January. In the latter period the wool clips and crops are being actively exported and there are more liquid assets than at other times. In June, July, and August, orders are being placed for the winter season 12 months ahead.

Clothes are much as for England, depending upon the season. The heat, tempered though it is by the breezes, is inclined to be oppressive occasionally in summer, and light clothing is worn. In winter heavy clothing and underwear is necessary, owing to the Polar winds which can be expected. Women wear fur wraps.

Food precautions : Endemic diseases are rare. Fresh vegetables can be eaten, and fresh water and milk drunk without boiling. Inoculation against typhoid and small pox is a desirable precaution before a long stay in the remoter interior.

Local Information Centres : The Oficina Nacional de Turismo, Calle Buenos Aires 630, issues excellent tourist literature in English. It has built a number of good Guest Houses at the various resorts ; information about them is given at the Bureau.

"Automovil Club del Uruguay," Plaza Libertad 1356, founded in 1890 in Montevideo, publishes road maps of the city, its environs, and the country at large. It has set up a system of guide posts and danger signs, with directions as to the nearest petrol-filling station. The Club organizes excursions into Brazil, Argentina, Paraguay, Chile, and farther afield.

Carnival week, from the Sunday to the Tuesday before Lent, is a riotous festival of merriment in Montevideo which attracts a large number of visitors. The houses and streets are decorated ; mummers and merry masqueraders, singing and dancing, parade the streets ; there are flower battles by the sea at Pocitos ; the hotels, clubs and casinos are thronged with masked dancers performing the tango and the zamba. In each district, open air stages are set up to give colourful, humorous shows and serious drama. It is, in short, a great communal merrymaking well worth attending.

La Semana Criolla, or Creole Week, offers horse-breaking, stunt riding by cowboys, dances and song. Women riders rival the men in skill.

Prices : The Government has fixed authorised tariffs for luggage carriers and outside porters ; for tug boat excursions and launch journeys to and from vessels off-shore ; charges at its own hotels, at beaches, and admission to casinos. They are worth knowing.

The Press :—MONTVIDEO : "El Bien Publico" "El Dia" "El Pais" "La Tribuna Popular." "Mundo Uruguayo" (weekly), "The Sun" (in English, daily) ; "El Diario" "La Manana" "El Debate" "El Plata" "Accion" "Diario Oficial" "The Montevidean," (weekly, in English).

PUBLIC HOLIDAYS.

January 1 : New Year.	June 19 : Artigas' birthday.
January 6 : Children's Day.	July 18 : Constitution Day.
February 5, 6 : Carnival.	August 25 : Independence Day (1825)
Easter Week : Week of the Tourists.	October 12 : Discovery of America.
April 19 : National Holiday.	November 2 : All Soul's Day.
May 1 : Labour Day.	December 8 : Beach Day.
May 18 : Battle of Las Piedras.	December 25 : Day of the Family.

Currency :—The monetary unit is a nominally gold peso or dollar, but the Republic has no gold coinage of its own. Notes of the Banco de la República Oriental del Uruguay circulate together with nickel small coins, or centesimos. Controlled buying and selling rates for imports and exports are fixed by the Banco de la Republica. The rate for remittances is 6.44/6.58 pesos per £, 2.30/2.35 pesos per U.S.\$ (November, 1951).

Weights and Measures :—Metric units are alone legal, but the use of some of the old land measures still persists :

Suerte = 2,700	cuadras = 1,992.28	hectares.
Legua = 3,600	cuadras = 2,656.37	hectares.

Letters, Inland : City, every 20 grammes or fraction, 3 cts. Country, 7 centesimos. Abroad : South and North American States and Spain, every 20 grammes or fraction, 7 cts. Europe, Asia, Africa, etc., 12 cts. Air letters to Europe, \$0.36 ; to Spain, \$0.31 ; to U.S.A. \$0.27 per 5 grammes.

Air Mail and surface mail from Great Britain, see p. 28.

Telegrams :—Inland, Argentina, Paraguay, Chile, and Bolivia, ordinary telegrams, first 10 words, 70 centesimos ; every additional word, 5 cts. There is a wireless telegraphy service between Montevideo and Buenos Aires, Santiago, New York, London, and Paris.

Cables :—The Western Telegraph Co., Ltd. (British) and the All America Cables & Radio, Inc., provide communication with all parts of the world through their cable stations at Montevideo.

Telephone calls may be made from the United Kingdom to Uruguay between 1 p.m., and 7 p.m., daily (G.M.T.). The minimum charge is £3. 10s. od. for a 3-minute call.

British Embassy and Consulates in Uruguay : The Embassy is at Calle Rincón, 454, esq., Misiones P-5. The Ambassador is Douglas Frederick Howard, C.M.G., M.C. There is a consulate at Montevideo, and a Vice-Consulate at Maldonado.

Uruguayan Embassy and Consulate in Britain : The Embassy is at 48 Lennox Gardens, London, S.W.1. The Consulate-General is at 66 Pont Street, S.W.1., and there are consulates at Cardiff, Glasgow, Liverpool, Southampton, Swansea and Dublin. The Ambassador is Dr. Enrique E. Buero.

United States : The U.S.A., are represented in Uruguay by an Ambassador, a Consul-General, and two Vice-Consuls at Montevideo. The offices are at Av. Agraciada 1458.

VENEZUELA

Routes to Venezuela :—

From Great Britain and Europe :—The quickest route is by air. B.O.A.C., fly twice weekly to Jamaica, where a transfer is made to a West Indian Airways plane to Maiquetia. There are also services from Europe by Air France, K.L.M., and the Italian LATI. The Venezuelan line AVE has a twice weekly flight on the Maiquetia-Lisbon-Madrid-Rome route.

By sea, Royal Mail Lines have a cargo service with limited passenger accommodation between the United Kingdom and La Guaira.

From the U.S. :—Pan American Airways have now a direct flight from New York to Maiquetia, and on to Brazil, Uruguay, and Argentina. The Venezuelan line LAV has tri-weekly direct flights from Maiquetia to New York.

By sea, Grace Line and the Royal Netherlands Line have sailings from New York to Venezuelan ports. The voyage takes six days. The Aluminium Line has sailings from Gulf ports to La Guaira.

From Colombia :—Several air companies run services between the main Colombian cities and Maracaibo and Maiquetia. Caracas can be reached from Bogotá by road.

From Peru :—The ANDES air line has a service from Lima to Caracas via Panamá, where an overnight stop is made. The Venezuelan line LAV flies the route direct and non-stop.

Venezuela has 2,000 miles of coastline on the Caribbean Sea. To the east is British Guiana and Brazil, to the south, Brazil, and to the west, Colombia. Its area is 352,150 square miles, or about twice that of Germany. It was given its name 'Little Venice' by the early Spanish navigators who found in the Indian lake dwellings of Maracaibo a dim reminder of Venetian waterways.

The country falls into four very different regions : the Venezuelan Highlands to the west and along the north ; the Maracaibo Lowlands around the fresh water lake of Maracaibo ; the vast central plain of the Llanos of the Orinoco ; and the Guiana Highlands, which take up over half the country. In order to understand the country's economy and its problems, it is necessary to consider these areas separately.

The Highlands are an offshoot of the Andes. From the Colombian border they trend, at first, towards the north-east to enfold the Maracaibo Lowlands. This section is known as the Sierra Nevada de Mérida. Beyond they swell out into the Segovia Highlands north of Barquisimeto ; they then turn east in parallel ridges along the coast to form the Central Highlands, dipping into the Caribbean Sea only to rise again into the North-Eastern Highlands of the Peninsulas of Paria and Araya.

Of these sub-divisions, the **Central Highlands** are by far the most important : they have the densest population, for they contain the capital, Caracas, and the cities of Valencia and Maracay. The mountains here rise abruptly from the dry and hot coast line to heights of from seven to nine thousand feet. Above an elevation of a few hundred feet there is abundant rainfall, so the slopes are covered with tropical forest. The capital, Caracas, lies in a small



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Darlington Forge Ltd.	Carbon and Alloy Steels, Forgings, Dies and Castings.
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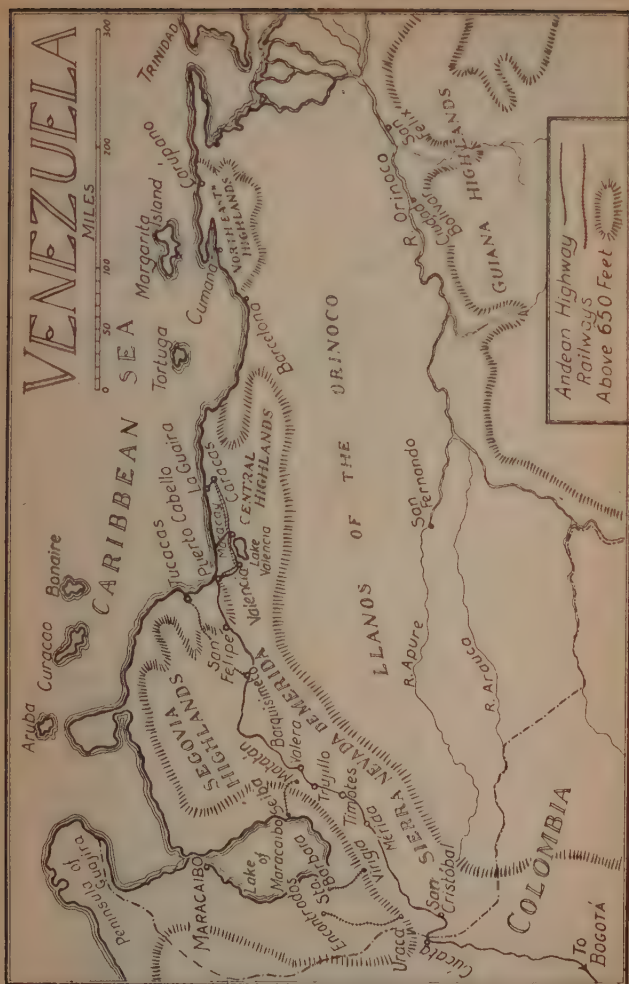
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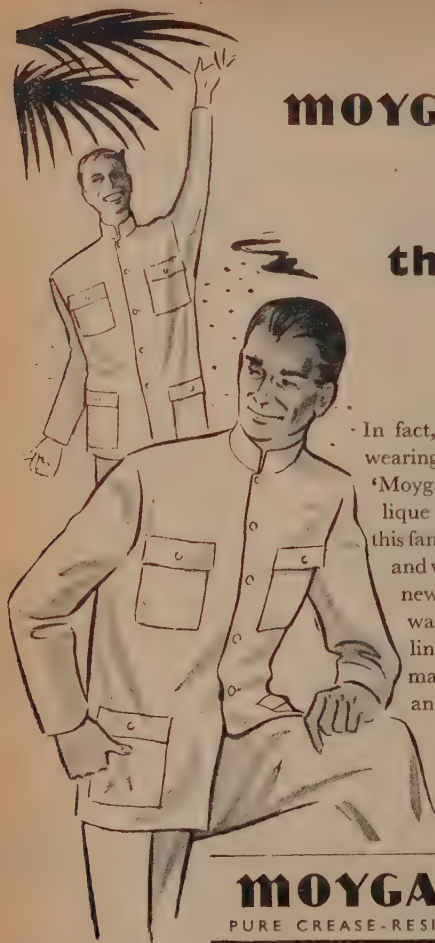
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basin, a rift in the mountain which runs some 15 miles east and west. Much more important from an agricultural point of view, is the deep basin between the northern and southern ridges of the mountains in which the town and the lake of Valencia lie. This great basin is drained eastwards by the River Tuy.

Lake Valencia (100 square miles), on which small steamers ply, has shrunk a good deal in the last 100 years, so that there are wide lacustrine plains at both its eastern and western end. The basin, which is only 1,500 feet above sea-level, receives plenty of rain, and is by far the most important agricultural area in the country. Sugar and cotton are the main crops, and lesser amounts of rice, beans and maize are grown for the towns. And it is on the pastures east and west of Lake Valencia that the lean cattle of the llanos are fattened. They are slaughtered at Maracay, east of the lake, and the meat carried by rail or along a concrete highway to Caracas.

In all other valleys and depressions in the Central Highlands facing eastwards (the rain comes from the east), the great crops are cacao and coffee : cacao on the wet bottoms and lower slopes, and coffee on the higher slopes too steep for other uses. The rural people grow maize, beans, rice, manioc and bananas for themselves on the poorer and more inaccessible lands, using primitive methods and getting poor crops. Venezuela has to import a great deal of food each year. Even in the basin of Valencia the density of the rural population is small. It is a little higher in the Valley of Caracas.

Both Caracas and Valencia, the only important towns in their respective basins, are reached from the coast through relatively low passes in the Coastal Ranges. To reach Caracas by rail or road from its port, La Guaira, there is a climb of only 3,412 ft., though the slope is steep. The pass between Valencia and Puerto Cabello entails a climb of only 2,010 ft., for the road and the railway. A road and a railway also connect Caracas and Valencia. Because carriage of goods and travel by both is expensive, they are used only by wealthier Venezuelans and tourists. The great estates send their produce to market by them, but the average small farmer still reaches port or town by donkey and mule along the mountain trails.

The eastern part of the **North-eastern Highlands**, with summits rising to 6,700 ft., has abundant rainfall and cacao is grown in clearings in the tropical forest. The western part is comparatively dry ; most of the inhabitants live in this region, some 46,400 of them at Cumaná, the most ancient European settlement in South America, and 26,446 at Barcelona, which ships cattle and some small amounts of coal through its port Guanta. More important is the oil now being exploited west of the gulf of Paria.

The **Segovia Highlands**, lying north of Barquisimeto, suffer from droughts, and are only sparsely settled where the river valleys remain wet. The Peninsula of Paraguaná is now becoming important because of the oil refineries there. The largest density of population is between Barquisimeto and its port Tucacas, which are joined by a railway. Sugar is grown here, and some cacao and coffee for export. There are unworked copper mines at Aroa.

The **Sierra Nevada de Mérida**, running from south of Maracaibo to the Colombian frontier, is the only part of the Venezuelan Highlands where snow lies permanently on the higher peaks.

Near Mérida itself there are five such snow caps of 16,000 feet or so. A deep valley along the frontier (the highest point is 4,595 ft.), allows a passage through the mountains from the llanos to the lowlands of Maracaibo.

Several basins lying between the mountains are actively cultivated. The lower areas, up to 3,000 ft. (the *tierra caliente*, or hot country) with an all-the-year-round temperature of from 75 to 80 degrees, and with a three degree difference between the coldest and warmest month, are given over to tropical products. The *tierra templada*, or temperate zone lying between 3,000 and 6,000 ft., has an average annual temperature of between 65 and 75 degrees, and even a smaller difference between the hottest and coolest month. This is the coffee country. Higher still, between 6,000 and 10,000 ft., lies the *tierra fría*, or cold country, where grain is grown. Average temperature, which does not change with the seasons, is between 55 and 65 degrees. At 10,000 ft. or so, the potato is grown. Above the limit for trees and agriculture, between 10,000 ft. and the snow line at 15,400 ft., lie the alpine meadows, or *paramos*, as they are called.

The inhabitants are concentrated mainly in valleys and basins at between 4,200 and 2,600 ft., above sea level. The three towns of Mérida, Valera and San Cristóbal are in this zone. The *paramos* are almost deserted.

The Sierra is peculiar in that it has two distinct rainy and dry seasons in the year. Two crops of the staple food, maize, can be harvested up to an elevation of about 6,000 ft.

The Sierra is connected with Caracas by a motor road, but it is hardly used for the transport of the one great export : coffee. That is still taken by mule and donkey along the valley trails debouching on the Maracaibo lowlands. At the lowland border it is loaded on to the three short railway lines which connect with shallow draught lake boats. One railway alone penetrates the mountains. It runs from Encontrados (on the navigable Catatumbo River running into Lake Maracaibo), to Cúcuta, inside the Colombian frontier. Coffee from Colombia is exported over this railway.

The **Lowlands of Maracaibo**, lying in the encircling arms of the mountains, is more or less windless, extremely hot, and excessively humid. Average annual temperature is higher than anywhere else in Latin America. Rainfall steadily decreases from the foothills of the Sierra Nevada to the coast, and the diminishing water supply is expressed, in terms of vegetation, in the merging of tropical forest into semi-deciduous forest, and then into scrub forest as it nears the coast.

In these lowlands is the fresh water Lake Maracaibo, of about 5,000 square miles, 120 miles long and in places over 60 miles wide. It is joined to the sea by four channels, one of which, the "Barra de Maracaibo", is 2 to 8 miles wide, 34 miles long, but too shallow for ocean going vessels.

Until 1917 the area was poor enough, dependant on fishing and the carriage of coffee across the lake from the Sierra. Since the discovery there of one of the world's greatest oil fields in 1917, there has been a magical transformation, both in appearance (a forest of oil derricks covers the shore swamps and some of the lake), and in

prosperity. The wretched little town of Maracaibo which had 18,000 people in 1918, is now a modern city of 232,488.

Llanos of the Orinoco :—Ever since 1548, when they were introduced by the Spaniards, cattle have ranged the great treeless grasslands lying between the mountains and the Orinoco River, and for centuries these cattle have been driven up to the Basin of Valencia to be fattened. These grasslands, 600 miles long and 200 wide, are intersected by slow running streams and there is an occasional small "lump" or mesa on the level plain. It is not good pasture land, and the cattle industry is endemically faced with the problems of the wet and dry seasons. From April to October the rains are so heavy that large areas are flooded. This is the time when the herds are driven to the higher lands of the north; those that remain are stranded on the mesas. From December until the end of March there is no rain; the rivers dry up into pools and swamps; there is a plague of insects; the tall savannah grasses become uneatable; the cattle starve and are driven south towards the damper areas near the Orinoco. Faced with these difficulties cattle tending is not, in fact, an economic proposition: it is a way of life for the llaneros, and a singularly stubborn one. If these cattlemen were moved by money incentives which hold for much of the rest of the world, the industry would come to an end tomorrow.

There are about 4,000,000 cattle on the llanos to-day. About 48,000 are shipped, on the hoof, from the eastern ports of Ciudad Bolívar and Guanta to the West Indies. Those for the internal market are fattened at Valencia and slaughtered at Maracay or (if for export) at Puerto Cabello.

The Guiana Highlands, lying south of the Orinoco River, constitute half of Venezuela. They rise, in rounded forested hills and narrow valleys, to flat topped tablelands on the borders of Brazil. These lands are very sparsely populated; they are not even fully explored; but the savannahs (mixed with semi-deciduous forest), would make better cattle country than the llanos. So far, however, they have only attracted interest for the minerals they contain. The small town of El Callao, 112 miles by road to the Orinoco port of San Félix, is the largest gold producer in Venezuela. The gold is carried by air to Caracas. Diamonds have been found in many places, particularly on the Gran Sabana plateau. But it is the immense iron ore reserve in the area which is likely to have the greatest impact on Venezuelan economy. The United States Steel Corporation is already developing its concession in the Cerro Bolívar area (90 miles south of Ciudad Bolívar), where reserves are estimated at a thousand million tons ranging up to 72% iron content. The ore will be taken by rail to the Orinoco, 170 miles of which is to be dredged, to the tidewater. By 1954, 10 million tons a year will be moving. The Bethlehem Steel Company is already exploiting by open mine methods its concession at El Pao and taking its crushed ore by railway to the Orinoco at Palua, whence it is taken for trans-shipment to Puerto Hierro, on the Paria Peninsula opposite Trinidad.

Summing-up :—Venezuela, then, is a country where natural obstacles to farming, cattle breeding, and communication are formidable. Had it not been for the discovery of oil, the country would have remained poor. Poor, in all but its mineral wealth, it

still is. Its people are sharply distinguished into those who have profited in wealth, travel and education from the mineral resources and from the large coffee and cacao plantations, and the vast majority which scratches a bare living from an obdurate soil. The first group lives in luxury abroad or in Caracas or Valencia; the second still plods its immemorial way along the mule trails and eats, it is estimated, a quarter of the food a European needs. Bolívar, the Venezuelan Liberator, recognising this irreconcilable diversity in his own day, said that the country could only be effectively governed by "an able despotism". And so its later history has proved.

History :—At the beginning of the 16th century, Venezuela was inhabited by peaceful tribes of Caribs and Arawaks: better fed, healthier and more virile on the uplands, poorer and more disease ridden in the lowlands. They could make no effective resistance against the Spaniards who landed on the Peninsula of Paria in 1499. The first permanent Spanish settlement was at Cumaná, in 1520. Soon afterwards settlers reached Coro, at the foot of the Paraguaná Peninsula. Indian slaves were used to mine and pan for gold, but the results were disappointing and the settlers turned to agriculture, forming settlements at Barquisimeto in 1551, at Valencia in 1555, and at Caracas in 1567. It was not until after a hundred years of consolidation in these areas that they began to occupy the rest of the country, inter-marrying freely with the Indians and later introducing negro slaves to work the sugar plantations. Centralised colonial control from Spain was as irksome here as in the rest of Latin America to the mestizos and American-born Spaniards. There was a rising against Spain in 1796 and two abortive attempts to set up a government by Francisco Miranda in 1806 and 1811. When Miranda had been captured, the movement was led by Simon Bolívar, a Venezuelan with a touch of Indian blood born at Caracas in 1783. He met with little success at first, fleeing abroad on several occasions but returning in some force to capture Angostura, (now Ciudad Bolívar) in 1817. There he was joined by a contingent of experienced Peninsular veterans recruited in London; at their head, and backed by the cattlemen of the Orinoco, he undertook a dramatic march over the Andes to win the battle of Boyacá and capture Bogotá. Three months later, the revolutionary congress at Angostura—with most of Venezuela still in Royalist hands—was announcing the republic of Gran Colombia, a union of what is at present Ecuador, Colombia and Venezuela. Six months later the revolutionaries routed the Spanish forces at Carabobo. There was some desultory fighting for two more years, but the last of the Spanish forces surrendered at Puerto Cabello in 1823.

Even before Bolívar's death in 1830, the first of Venezuela's "able despots", Páez, declared Venezuela an independent republic and shattered Bolívar's dream of unity. The second, Guzmán Blanco, who assumed power in 1870, built most of the railways. The third, Juan Vicente Gómez, ruled from 1909 to 1935. This anti-libertarian and astute business man—he cornered the cattle industry—was also a great builder of roads and on a long view a benefactor to his country.

Population :—The census of 1950 put the total population at 4,985,716 including the native Indians. The vast majority are

mestizos, of mixed Spanish and Indian blood. There are some pure Indians, but they are mostly in the Guiana Highlands and in the forests west of Lake Maracaibo. There are a few pure negroes and a strong admixture of negro blood along the coast, particularly at the ports. Due possibly to the greater abundance of food, the comparative absence of insects and diseases, and the bracing nature of the terrain, the people of the uplands are still healthier, stronger, and more energetic than the people of the lowlands, but general health is poor and the death rate high. A great source of disease is the inadequate and often impure supply of drinking water all over the country. Tropical diseases such as malaria and bilharzia are common, particularly in the lowlands.

Religion and Education :—The people are nearly all Roman Catholics, but there is toleration of other religions. Elementary schools are free, and from the age of 7 to the completion of the primary grade, compulsory. This looks well on paper, but the fact remains that about sixty per cent., are still illiterate. There are three universities, one at Caracas, over 300 years old, one at Mérida, and one, the University of Zulia, at Maracaibo. As becomes a country so utterly dependent upon minerals, there is also a School of Geology at Caracas.

Social Insurance : Sickness and maternity insurance and workmen's insurance, established by law in 1944, applies as yet only to parts of the country. Farm workers (about half the population) are outside the act. Insurance against industrial accidents and disease (premiums paid entirely by the employer) is compulsory. So also is sickness and maternity cover, paid jointly by employers and employees, for all employed persons whose annual wage is under Bs 9,600. A workman's compensation law applies to all workers not subject to compulsory social insurance : employers are liable, in case of occupational injury or disease, to pay the compensation fixed by law, but are not forced to insure against it. Petroleum companies operating where compulsory insurance does not yet apply are obliged to maintain hospitals and dispensaries for their workers and to organise their own medical services.

Constitution and Government :—The United States of Venezuela is a Federal Republic of 20 states, a Federal District, and two territories. All its constitutions, and there have been many, have been singularly enlightened but often in abeyance. At the moment, Venezuela is ruled by the military Junta which overthrew, in 1948, the republic's one attempt to rule by a left-wing government. The Junta seems anxious (to judge by its protestations) to revert to the democratic form of Government implicit in all the constitutions. Sixteen of these have guaranteed suffrage to all Venezuelans over 21 unconditionally. Since 1830 only one has insisted that the voter should be able to read and write ; only two have denied the right of voting to women ; five have put the voting age at 18 ; and only one has allowed the President to succeed himself after his term of office. The electoral statute of April, 1951, restricted the vote to those over 21.

The **President** of the Government Junta is Dr. Germán Suárez Flamerich. Dr. L. E. Gomez Ruiz is in charge of Foreign Affairs, and Lieut.-Col. Luis Llovera Paez of Internal Affairs.

CAPITAL AND CHIEF PORTS.

Caracas, the capital, founded in 1567, has a population of 661,521. It lies in the basin of Caracas, on the southern slopes of the coast range, at an altitude of 3,136 ft., but the southern parts of the city

are 400 ft. lower. A comparatively low pass (3,412 ft.), gives it access by rail and road to its port, La Guaira. The actual distance down the slope is only 9 miles, but the slope itself is so sharp that it requires 24 miles of road and 23 miles of railway to join the two towns. (Freight only goes by rail now ; passengers use the road). Another railway (99 miles) runs to Valencia, a difficult undertaking with 86 tunnels and 217 bridges. Gómez also built a road to Valencia to bring up its meat supplies. Caracas, surrounded by mountains, difficult of access and not a natural focal centre for routes, has only one advantage to balance its disadvantages as a capital : its healthy position. Although in a torrid zone, the temperatures are moderate, showing a maximum of 90°F. in July and August, and an occasional minimum of 48°F. in January and February.

The city is regularly laid out, with streets at right angles to each other. It has broad, shady avenues and squares, but its water supply is faulty. Parts of the city, particularly the centre, are old. The flower gardens everywhere, with their trees festooned with orchids, make it a richly colourful town. The new Avenida Bolívar has been driven through the heart of the town. The structures along it have a prescribed minimum height, becoming gradually lower as the distance increases from the two skyscrapers of 26 stories each at the centre. It is built on three levels : the top level for local traffic ; the one below for parking ; and the bottom level for through traffic.

The Plaza Bolívar, with a statue of the Liberator, is in the centre of the city. It is paved with mosaics and shaded by trees. Most of the great public buildings and of the places worth visiting are close by.

Points of Interest :—The Panteón Nacional, on Av. Norte, the resting place of Bolívar ; the tomb of Miranda, who died in a Spanish prison, has been left open to await his return. The Casa Bolívar, where the Liberator was born, a colonial house built round a patio. The Palace of Justice, which contains the banner of Pizarro, conqueror of Peru. The Capitol, where Congress meets ; in the north wing is the Elliptical Salon, with some impressive paintings and a bronze urn containing the 1811 declaration of independence. The Museo Boliviano, with relics of the war of independence, including the sword presented to Bolívar by Peru, and the spear used by Páez in the battle of Carabobo. The Academy of History, whose library contains the 62 volume diary of Miranda discovered in an English country house. The Colegio Chavez, an attractive colonial building. El Mercado (the market), a block south of Plaza Bolívar, a glorious pot-pourri of multicoloured local life. El Calvario, a hill reached by going west from Plaza Bolívar, has magnificent views of the city. The Cathedral, for its beautiful facade ; the Church of San Francisco, for its colonial altars (and incidentally, a view of the city's brokers conducting business under its enormous and ancient ceiba tree). The best paintings, mostly of national heroes and history, are in the Elliptical Salon, the Ministry of Foreign Relations, the Holy Trinity (with an alleged Rubens and Murillo), the City Hall, La Pastora, and the Museum of Fine Arts.

Passenger Services :—Bus services do not run to a fixed schedule, are overcrowded, and not often used by foreigners. The taxi service is passable. There

is a system of "puestos," or taxi seats. A taxi takes 5 passengers at a time, charging according to distance: Bs 5 to 8 to La Guaira, for instance, and Bs 5 to 10 for the up-mountain return journey. The "Lineas A.R.C." run bus services to most of the bigger towns.

Hotels :—Avila, El Conde, Nacional, Waldorf, Potomac, Anaco, Astor, Comercio, Quasimodo, Bs 30 to 60 a day, all included. Also several good boarding houses.

Restaurants :—The best known are Paris, La Cremaillere, Balbavie, Jockey Club, Genova and those at the big hotels.

Clubs :—The luxurious Country Club, at the end of Av. Este at the foot of the mountains, has an 18-hole golf course. Others are clubs Valle Abajo, Paraiso, Venezuela, Florida, Los Corrios, Caracas, Central. Membership of the better clubs is attained by the purchase of a share, which costs Bs. 32,500 for the Country Club.

Sports and Recreations :—Golf, tennis, riding, fishing, racing, motoring, bull fights (almost every Sunday), baseball, football, swimming, etc. There are tolerably good theatres and numerous cinemas.

Excursions :—By road to Petare along Av. Paraiso and 19 de Diciembre, La Vega, Antimano, Los Chorrros, passing "La Florida", Sabana Grande, Chacao and Los Dos Caminos. This road to Petare, a picturesque little town, skirts the slopes of the Avila.

Along the Great Andean Highway as far as (56 miles) Cagua, then south to San Juan de los Morros, where there are hot springs. The road goes on into the Llanos and bifurcates: one branch south-westwards to San Fernando de Apure, one south-eastwards to Ciudad Bolivar. Only passable in the dry season.

British Embassy :—Tienda Honda Puente 63.

British Consulate :—Tienda Honda a Pte. Trinidad 63.

U.S.A. Consulate :—Edificio Banco Mercantil.

Anglican Church :—Av. Libertador, Las Caobas.

British Council :—Pelota A Abanico 32, Apartado 1246.

All America Cables and Radio, Inc. :—Calle Norte 2, No. 26. Branch Offices: Hotels Avila and Nacional.

Banks :—Bank of London and South America; Royal Bank of Canada; National City Bank of New York; Banco Holandes Unido, Sociedad a San Francisco 6.

Rail :—To La Guaira (freight only); to Maracay, Valencia, and Puerto Cabello, 10 hours; to Ocumare del Tuy.

La Guaira (population, 9,500,) is one of the most beautiful harbours in the world, hung with a back cloth of mountains crowned by La Silla (the saddle). The town is perched on a narrow ledge between mountain and sea, with a few red roofs dusted about the slopes. Nearly all imports to and exports from the Central Highlands pass through it. A breakwater has transformed an open roadstead into a commodious harbour. Local steamers connect with Maracaibo and Puerto Cabello.

There is little rainfall and the town is hot, with a mean temperature of 85°F. **Macuto** (*Hotel Miramar*) 3 miles away, is not sheltered from the prevailing east wind and has a more pleasant climate. It is a favourite resort between November and March. Maiquetia, not far from La Guaira, is the largest air port in Venezuela.

Hotels :—Palmar, Bs 60 to 70 a day, Pension Perdigon (at Maiquetia).

All America Cables and Radio, Inc. :—San Juan de Dios, 1.

Excursions :—To Caracas, 2 hours by rail, one by road, both twisting tortuously through astounding scenery and giving glorious views of the coast.

Maracaibo, on the north-western shore of Lake Maracaibo, capital of the State of Zulia, is 572 miles by sea from La Guaira. It exports coffee from the Sierra Nevada de Mérida and the Colombian border, but its great population (232,488) and its importance comes from the fact that it is set in one of the most productive oil regions of the world. The harbour has deep water, and the bar is passable to ships drawing 18 ft. 6 in.

The climate is damp and hot, but healthy. The hottest months are July, August and September, but there is usually a sea breeze from 3 p.m. until morning. The mean temperature of 83 F. and average humidity of 78 are most felt at sea level. The new part of the town round Bellavista, occupies higher ground. New Government buildings have been built, others modernised and miles of streets paved. The city dates from colonial times, has a cathedral and many ecclesiastical institutions, and good parks.

Indian villages which dotted the shores of Lake Maracaibo a few years ago have been replaced by thriving oil towns, such as La Rosa, Cabimas, La Salina, and Lagunillas. La Mesa (*Hotel Europa*), 25 miles west of Valera, is a favourite resort.

Hotels :—Detroit, Normandie, La Granada, Scandia, del Lago (to be opened in 1953).

Communications : Maracaibo is connected by air with Maquettia (air port for Caracas), Las Piedras, San Antonio (air port for San Cristobal), Merida, Valera, Barquisimeto, Las Piedras (for Anauay and Cardón) and other Venezuelan towns. Other air lines connect Maracaibo with Barranquilla, Curaçao, Trinidad, Miami, New York and Europe. There are motor bus lines to Caracas and the Andes, but these are not recommended to those who want a high standard of comfort. It is often possible to find taxis both to Caracas and the Andes towns which charge so much per person. Grace Line passenger vessels have a weekly service to Barranquilla and New York.

All America Cables and Radio, Inc. :—Calle del Comercio 2.

Banks :—Banco Holandes Unido, Calle 90 (Comercio) 4-38 ; The Royal Bank of Canada.

From Maracaibo and the Eastern Shore of Lake Maracaibo there are pipe lines to the **Paraguianá Peninsula**, where both the Shell and the Standard Oil groups have built refineries, the first at Cardón, and the latter at Anauay. The airport, which has services to Maracaibo (55 min.) and Maquettia (air port of Caracas), is known as Las Piedras. The town itself is known as Punto Fijo (*Hotel Caribe*). Eventually all four places will form one big town. The road to the south-east is good, but the one to Maracaibo cannot be recommended.

Puerto Cabello, 60 miles to the west of La Guaira, is the natural outlet by road and railway over a low pass for the products of the rich Valencia basin. Valencia itself is only 34 miles away. This, the second most important Venezuelan port, has an excellent harbour, a lighthouse, and a dry dock shipyard. There are corn, cotton, and saw mills, marble works, beef packing and cigarette factories, and salt evaporating works. The average temperature is 81 F.; the population, about 32,000. The local playground is the Playa Ganango beach, half-an-hour by car.

Besides the Great Andean Highway, which gives it access south to the Valencia basin and westwards to Colombia, there is an earth road which runs through Tucacas to Coro, at the neck of the Paraguianá Peninsula, and thence to Altigracia, in the narrows of Maracaibo Lake, where a launch can be taken to Maracaibo town. Coro has a population of 28,307.

Hotels :—De los Baños, Universal.

Banks :—The Royal Bank of Canada, Banco de Venezuela.

THE GREAT ANDEAN HIGHWAY.

Since a number of passengers now leave their ship at La Guaira, travel by road to Caracas and Valencia and rejoin their ship at Puerto Cabello ; and since this road is continued westwards along the axis of the Highlands to Colombia, with most of the important towns of Venezuela strung along it like beads, it is proposed to follow it in some detail from Caracas to where it crosses the border into Colombia,

730 miles away.

The road from Caracas twists through the piled up mountains to Los Teques, capital of the state of Miranda (*Hotel Los Alpes*, with a magnificent view of the mountains), and then through several attractive little towns till it deploys into the more open coffee and cacao country of the Aragua valley and reaches, 67 miles, the town of

Maracay, the capital of Aragua State. It has a population of about 65,760, and is at an altitude of 1,500 ft. It was once, in his heyday, the playground of General Gómez after he had cornered the cattle industry, and some of his most fantastic whims are still there for all to see: the enormous *Hotel Jardín* with its beautiful park and fountain, built for his revels; the unfinished opera house opposite; his modest little house for personal use, and the bull ring, an exact replica of the one at Seville. The Gómez mausoleum, built in his honour, has a huge triumphal arch. Maracay has two military aerodromes. The main importance of Maracay lies in its military training institutions; it is the Aldershot of Venezuela. It is also the centre of an important agricultural zone and the school and experimental stations of the Ministry of Agriculture are worth visiting. The main industry is textiles.

Hotels:—Jardín, Moro (a magnificent palace built by Gómez), Barraca.

Excursions:—To Lake Valencia, where boats take visitors amongst the many small islands; to Las Delicias, Gómez's country house, where he died, with its adjoining zoo; to Ocumare de la Costa, 30 miles north *via* Rancho Grande, the uncompleted palace Gómez was building when he died; and on to Furiamo, a deserted port, along a road built by Gómez so that he could escape to the sea if things grew too hot for him. There is a road southwards to the llanos.

Twenty-nine miles to the west of Maracay the road reaches, through low hills richly planted with citrus, coffee and sugar,

Valencia (population, about 88,674), the capital of Carabobo State. It stands on the west bank of Cabrioles River, three miles before it empties into Lake Valencia. It is the third largest city in the republic, the centre of its most developed agricultural region, and the most industrialised. The climate and situation are delightful and attract visitors, though there is often a plague of insects and the annual mean temperature is 76° F. The city ranks next to Caracas as a social centre. The atmosphere of the most ancient and narrower streets is that of old Spain. The interesting Cathedral and the market place face each other across the central plaza.

Hotels:—Carabobo, Victoria.

Excursions:—To the monument on the battlefield of Carabobo, southwards, to see the battle story told in bronze: the British soldiers who helped Bolívar are particularly realistic.

The road winds down a mountain valley to El Palito, from which there is a 7 mile branch to Puerto Cabello. Here it strikes up into the Andes again, reaching an altitude of 1,800 ft., at (58 miles) **San Felipe** (population 18,060), the capital of Yaracuy State and a centre for sugar, cacao, cotton, maize, fruits, rice, and hides. (*Hotel: Bolívar*).

There are two roads from Valencia to Barquisimeto: the Andean Highway we are following or an alternative road (50 miles longer, but better) *via* Acarigua, a thriving town in the centre of an agricultural zone.

Barquisimeto, the capital of Lara State, with a population of around 105,080. Altitude, 1,856 ft., mean temperature, 78° F. The

town stands on one of the alluvial fans so prominent in the Andes, and deals largely in the produce of the area : sugar, coffee, cacao, cereals, cattle, and copper. It manufactures fibre hammocks and bags. The city, with one foot, as it were, in the llanos, is the gateway to and the collecting point of the semi-barren Segovia Highlands to the north.

Hotel :—Rex.

The road now runs almost due west in the direction of the Maracaibo lowlands and its port which, as we go on, becomes more and more a magnet for the area's products, difficult though it is to transport them for shipment. About 85 miles west of Barquisimeto, we come to

Valera (*Hotel Atlantico*), the most important town in the state of Trujillo, with a population of 20,000.

From Valera a visit may be paid to the state capital, **Trujillo**, which is 2,640 feet up. This town, though politically important, is gradually losing ground commercially to Valera. Valera has an airport with lines to Barquisimeto, Caracas, Maracaibo and Merida. There is a good road, mainly asphalted, *via* the eastern side of Lake Maracaibo to Palmarejo, whence there is a car ferry to Maracaibo.

Near Valera are La Mesa (*Hotel Europa*) and La Puerta (*Guadalupe*, a fine modern hotel), both hill resorts for Maracaibo and district.

The Western Andes of Venezuela : We are now in the Sierra Nevada de Mérida and come, after 25 miles, to **Timotes**, a mountainous little place set high in the *tierra fria*, the cold grain zone. The road now climbs steadily, by tortuous loops, through increasingly wild and more and more barren and rugged country, past the tree line and on to a windy pass where it crosses at 13,500 ft. Here can be seen the monument to Bolívar's famous crossing of the Andes to liberate Colombia. On the pass itself stands a very pleasant little hotel (*Paramó*) in chalet style. The road then dips rapidly, descending through the striated zones of timber, grain, coffee and tropical products to reach level land at last and the town of

Mérida, capital of Mérida State, whose white towers have long been visible. It stands at an altitude of 5,400 ft. (mean temperature, 65°F.), on a typical alluvial terrace seven miles long, and surrounded by cliffs and plantations. It has grace and charm, and might have been lifted straight from Castile, with its narrow cobbled streets, its flowers, its convents, its shuttered houses and neat plaza at the town's centre with university, cathedral, barracks and hotel grouped round it. Here is the religious and academic centre of the republic. It holds its market, attended by Indians, on Monday ; its *jour de fete*, with masked dancing and revelry, is on April 4. The town is famous for its candied fruits. Population, 24,994.

Air Service : direct to Maracaibo, 70 minutes.

Hotels :—Sierra, La Cordillera.

The road passes on through the riotously fruitful Chama Valley to Lagunillas. Fifty miles beyond Mérida the road begins to climb towards the paramo of La Negra. A 185 miles from Mérida, after passing through wild country on the borders of Tachira State, it reaches

San Cristóbal, on a plateau 34 miles from the Colombian

border, at an elevation of 2,720 ft. Population, 56,073. It stands on an alluvial terrace above the Torbes River, which flows south into the Orinoco basin.

From San Cristóbal there is a good new road over the mountains, with beautiful Andean views, to San Antonio the air port for San Cristóbal).

Hotel at San Cristóbal : Bella Vista. **San Antonio :** None.

San Antonio is the frontier town and is connected by international bridge with Colombia. Crossing this bridge, the traveller reaches the Colombian town of Cúcuta, distant about 10 miles, whence he can continue by road or air to Bogotá.

OTHER TOWNS.

There are few other towns of note in Venezuela. The North-Eastern Highlands are served by three : Barcelona, Cumaná, and Carúpano.

Barcelona, capital of Anzoátegui, with a population of about 26,446, lies on the west bank of the Neveril River, 3 miles from the ocean. It is connected by rail with the port of Guanta, 11 miles away. There are salt mines and a large number of livestock in the district. Other products are petroleum, sugar, cacao, coffee, and tobacco. The railway runs to the coal mines at Naricual. Steamers from La Guaira call at Guanta. Mean temperature, 80°F.

Hotel :—Italia.

Cumaná, 250 miles east of Caracas and 62 from Barcelona, straddles both banks of the Manizanes, a mile from Puerto Sucre. It has a long steamer pier, and local steamers from La Guaira and Carúpano use the port. Population, 46,416. Principal products : coffee, tobacco, cocoa, sugar, hides, timber, and fish. Cotton goods are manufactured. Average temperature, 83°F. There is a road to Barcelona.

Hotel :—Europa.

Carúpano, upon the Paria Peninsula, a port on the Caribbean, trades in cacao, coffee, sugar, timber, and tobacco. It has a population of 30,000, and its open roadstead is visited by steamers from Europe and by coasting vessels from La Guaira and Maracaibo. Average temperature, 81°F. Industries : straw hats, fibre weaving, soap factories, rum distilleries. There are good roads to Cumaná, Río Caribe, and El Pilar. There are new oil fields in the neighbourhood.

Hotels :—Victoria, Carúpano.

Margarita Island, lying off the north coast, is reached by steamers or sailing vessels from the mainland ports, or by air. It is over 40 miles long and from 5 to 20 miles broad, with an area of approximately 444 square miles, of which 144 square miles is salt marsh and desert. The population is over 70,000, which makes it the most densely settled area in Venezuela. The climate is exceptionally good, but rain is scanty and water has often to be imported by boat. The islanders are mainly occupied in pearling, fishing (the fish are exported to the mainland), and in fibre work, such as hammocks and straw hats. The main port, **Porlamar**, with a population of 10,000, is the chief commercial centre. A port, **Pampatar**, on the south-eastern side of the island, can be reached by car from Porlamar. Population, 1,000. The capital is **La Asuncion**, with a population

of 4,500. The famous virgin in the Cathedral wears robes covered with pearls. This tropical island, with its excellent climate and most interesting people is well worth a visit. The best time is January, February, and March, when the pearling fleets set out.

Hotels in Porlamar :—Margarita, La India, Porlamar.

The southern Llanos of the Orinoco and the Guiana Highlands, are both served to a great extent by one town :

Ciudad Bolívar, set on the southern bank of the Orinoco 250 miles from its delta. It is no exaggeration to say that this town, of less than 31,100 inhabitants, is the commercial and trading centre for half Venezuela—the poor half. In spite of the tropical climate and an average temperature of 83°F., the town is fairly healthy. It stands at one of the ‘narrows’ of the Orinoco, where the river is not more than a mile wide. The small town of **Soledad**, to which there is a ferry service, is opposite.

To this river town are brought for export the various products of the area : gold, diamonds, hides and skins, balata, chicle, and tonka beans. It is, in turn, a considerable importer and distributor of the cheaper kind of goods. It remains to be seen what effect the great iron ore workings to the south will have on the town in the next few years.

The town was once known as Angostura, and under that name was important in the life of Bolívar : it was to Angostura that he withdrew after defeat to reorganise his forces, and the British Legionaries joined him ; it was at Angostura that he was declared President of that Gran Colombia which was to crash before his death. When the town was still known as Angostura, a physician invented the famous bitters there in 1824. The factory was moved to Port of Spain in 1875.

It is, in many ways, a busy, romantic place, with a constant coming and going of the most varied river craft. In the dry season even Caracas can be reached by car over the Llanos, but it is essentially a river town. Its natural connections are by river to Port of Spain, the trans-shipment centre for the Venezuelan ports of the northern littoral. There are occasional services also to Margarita Island, and up river to **San Fernando de Apure**, a cattle town on the Río Apure, in the far western Llanos, which once traded extensively in egret feathers until it was restricted by law. The population is about 13,400. River steamers take 10 days on the up-stream, and six on the down-stream journey.

Hotel at Ciudad Bolívar :—Caracas.

Bank :—The Royal Bank of Canada.

ECONOMY.

Venezuela, now the world's second largest producer, is utterly dependent on oil. Some 71 per cent. of this comes from the Maracaibo basin and 29 per cent. from eastern Venezuela. The main producers are the Creole Petroleum Company (52 per cent.), the Shell Group (28 per cent.), and the Mene Grande Petroleum Company (15 per cent.). Production, given a great impetus by the last war, was 546,700,000 barrels in 1950, and 622,194,695 barrels in 1951. Most of this is exported in the crude state to the refineries of Aruba and Curaçao, but refining in Venezuela itself is on the increase.

Shell have a refinery at Punta Cardon, on the Paraguayaná Peninsula, the Creole group another at Amuay, and Mene Grande a third at Puerto de la Cruz, on the Orinoco. They refined 43,513,000 barrels in 1948, and 90,243,090 barrels in 1950.

Export of crude oil, 1949—422,885,700 barrels; 1950—451,287,600 barrels; of refined products, 1949—36,670,700 barrels; 1950—67,328,100 barrels.

Oil makes up 95 per cent. by value of the total exports. All the rest of the country's products, mineral and agricultural, account for only 5 per cent. Some of this is made up of gold and diamond export from the Guiana Highlands. Production of gold was 1,909 kilos in 1949 and 1,072 kilos in 1950. The output of diamonds, 40 per cent. of which are industrial and 60 per cent. gem, was 75,513 carats in 1948 and 60,389 carats in 1950. Copper still moves in very small quantities, but vast amounts of iron ore from south of the Orinoco will soon rank second to oil.

The rest of the exports are made up of coffee and cacao, whose production has been declining of recent years. Nearly all the coffee, and about 66 per cent. of the high quality cacao goes to the United States. The exports of both are being subsidised by the Government.

Coffee exports, 1949—22,035 m. tons; 1950—20,687 m. tons.

Cacao exports, 1949—13,598 m. tons; 1950—15,444 m. tons.

Venezuela, which produces about 50,317 m. tons of **sugar**, has imported more than half of its requirements of late years. It grows about 6.2 million pounds of **tobacco** leaf, but its 275 cigar and cigarette factories have to depend mostly on imports. Locally grown **cotton**, 12,059 bales in 1948-49, and 5,000 bales in 1949-50, is only half the consumption of the textile factories. It grows 6,000 m. tons of **wheat**, and imports about 150,000 m. tons. It has 5,359,654 cattle and 1,292,808 hogs, but it imports most of its cheese and butter and some meat, though it does export some small quantities of cow hides and goat skins. **Forests** cover nearly half its area, but their resources have scarcely been tapped. There are numerous saw mills in the twin towns of Araure and Acarigua on the southern route from Valencia to Barquisimeto. They turn out 200,000 cubic metres of sawn wood, but this is well below local demand and imports have to be made. The exports of balatá gum, tonka bean and chicle have fallen away almost entirely. Some edible oil is made, 2,137 m. tons from **sesame**, 1,086 m. tons from the coconut, and 262 m. tons from linseed, but it is only a small fraction of the imports.

It is indeed very difficult to say what the fate of the country would be if oil were subtracted from its economy. There is, for example, a colossal gap between Venezuela's imports and exports other than oil. This gap is easily closed by the immense receipts from taxes on and revenue from oil royalties, which are 61.8 per cent. of total revenue.

Venezuelans, foreseeing the calamity of exhausted oil reserves, are now spending large sums of money on a programme of public works, roads and ports, schools, hospitals and houses, railway reconstruction, electricity and water supply, sewers, irrigation, agricultural development and education. The needs are formidable.

Labouring conditions and wage standards have improved of late,

but purchasing power is almost completely confined to the wealthy (1.5 per cent. of the population), and the middle class (8 per cent.).

Immigration :—Venezuela's greatest need is for immigrants who will turn to the production of food. It is allowing 2,000 Europeans a month to enter.

Foreign Trade : The exports given below include oil and oil products, the proceeds of whose sale does not return to the country in full.

					EXPORTS.	IMPORTS.
					Millions of Bolivares.	
1947	..	..	..	..	2,168.3	1,872.2
1948	..	..	..	..	3,484.4	2,809.8
1949	..	..	..	..	3,360.5	2,241.0
1950	..	..	..	..	3,888.5	1,798.

In 1950, the U.S. supplied 68 per cent. by value of the imports, and the U.K. 7 per cent.

Public Debt. :—External : nil. Internal : Bs. 14,738,000 in June, 1951.

INDUSTRIAL DEVELOPMENT.

Manufacturing industry is slow to develop, in spite of the easy availability of oil for power. Venezuela has, besides, about 7,000 m. tons of coal a year, but the main motive power is electricity, which is available in most of the towns. Total installed capacity in 1947 was 214,770 kilowatts. Twenty-two per cent. of this is hydro-electric and the rest Diesel and steam. Potential water power is estimated at 4,300,000 horse power. Total power used rose from 212.1 million k.w.hs. in 1945 to 520,341 million k.w.hs. in 1950.

Ten spinning and weaving mills operate 67,300 spindles, 2,027 looms, and use up 2,874 m. tons (half of it imported) of cotton in making 24,721 metres of textiles. Output is concentrated on low priced textiles. There are 6 rayon weaving and knitting mills near Caracas using imported yarn. Domestic production of textiles is 30 per cent. of local needs.

Leather is one of the principal industries ; there are tanneries in Caracas, Valencia, La Guaira, and in other smaller towns. A good class of footwear and saddlery is made from locally produced hides. At Maracay there is a paper factory which supplies an appreciable proportion of the requirements of the country, and a plant for the manufacture of soaps and perfumes. Chocolate, cigarettes, rope, straw hats, and furniture are all moderately thriving industries in various parts of the Republic. There are a number of sugar refineries and five breweries, one of which produces its own bottles. There are two foundries at Caracas. A steel plant with a capacity of 20,000 tons a year uses scrap, and the Venezuelan Development Corporation proposes to establish a steel industry using the country's vast iron ore reserves. There are rubber tyres and tube, glass, match, nail, button and cheese factories, and several petroleum refineries. Cement plants turn out 500,000 m. tons a year. Other established industries are vegetable oils, alimentary products, pharmaceuticals, and paint. There is one vegetable cannery, and a margarine plant.

INFORMATION FOR VISITORS.

Official visa requirements for a tourist visa for a month's

stay, (not extensible), are : a valid passport, a smallpox vaccination certificate, three photographs, and a return ticket. Tourist visas and business visas for a longer stay can only be issued on receipt of a previous permit from Venezuela. The applicant should apply for this himself at the Consulate-General, on the official form.

Business visas for a stay up to one year require a passport, a smallpox vaccination certificate, a general health certificate, three full-face photographs, and three references.

The documents must be taken personally to a Venezuelan Consulate and a visa got for which payment of Bs. 20 is made on landing in Venezuela. (This must be paid in bolivares or U.S. currency ; in bolivares to save time and trouble). An exit permit must be got from the Ministerio de Relaciones Interiores (Bs. 2), not more than four days before leaving. If the stay has been over 15 days, an income tax declaration must be made before this exit permit is issued. Where income tax is levied, it is at 3 per cent.

The best times for a business visit are March, April, and May, or August, September and October.

Health conditions are moderate. Water in all main towns is chlorinated and safe to drink. Medical attendance is quite good. Nearly all the doctors are Venezuelan, though some speak English. Typhoid inoculation is essential.

Climate is tropical, with little change between season and season. Temperature is a matter of altitude. Mean annual temperatures are given in the text. At Caracas it is 67°F., but during the dry season (December through April), there is a great difference between day and night temperatures, and during the whole year there is a burst of heat around mid-day.

Clothing :—Tropical worsted in colours suitable for wear in any city is the most comfortable for Caracas. White clothing is not worn. In Maracaibo and the hot, humid coastal and low-lying areas, regular washable tropical clothing is the most comfortable. In Western Venezuela and the higher Andes, a light overcoat and a woollen sports jacket make for comfort ; they can be useful even in Caracas. Khaki bush clothing is needed for a visit to the oilfields.

Road travel : The Government is spending vast sums on road construction, and a fine network designed to connect nearly all points of importance is spreading out.

Air services are, fortunately, highly developed. Most towns are served. The companies responsible for most of the internal services are AVENSA (in which Pan-Am. have a large share), LAV, RANSA and TACA. All cargo services are flown to the diamond fields in the Guiana Highlands far to the south.

River services :—The Orinoco and its tributaries are navigable during the rainy season some way into Colombia, but navigation is restricted to boats flying the Venezuelan flag and owned by nationals. The water way is practically a monopoly of the Cia. Venezolana de Navegación. There is room for a few passengers on its small, slow boats.

Currency :—The unit of currency is the Bolívar, which is divided into 100 centimos. The controlled exchange rate stands at Bs. 3.35 to the U.S. dollar, and Bs. 9.385 to the £ sterling. Metric weights

and measures are enforced by law and have now almost universally replaced the old Spanish ones.

The **Cost of Living** is very high. Caracas is probably the most expensive city in the world to live in. A rough index is from 4 to 4½ times as expensive as in England. A £1,000 a year man in England would require at least £4,000 a year in Venezuela to live in the same style. The minimum cost of board and lodging in Caracas for a resident bachelor is Bs. 350 a month. Housekeeping for two, plus two maids, not including wages, easily takes Bs. 1,000 a month. (A cook gets Bs. 200-250 a month; a maid gets Bs. 100-130 a month). Average house rent (fit for European) is : unfurnished—Bs. 600 up per month; furnished—Bs. 1,000 up per month. The minimum cost of board and lodgings is slightly more in Maracaibo.

Postal Rates for surface mail and Air Mail from the U.K. are given on page 28.

Cables :—All America Cables & Radio, Inc., provides communication with all parts of the world through its cable stations at Caracas, Coro, La Guaira and Maracaibo.

Radio Telephonic communication with the world's capitals is given by a Government station at Maracay. Telephonic communication with the interior is mostly by radio.

PRESS.

Caracas :—"El Universal", "El Heraldo", "Billiken", "La Esfera" (with a page in English), "Gaceta Oficial", "Puntoches", "Nosotros", "Elite", "Caracas Journal" (in English).

La Guaira :—"El Heraldo", "El Diario de la Guaira".

Maracaibo :—"Diario del Occidente," "Panorama," "Maracaibo Herald," (weekly in English).

Business visitors and commercial travellers should read "Hints to Business Men visiting Venezuela", free on application to the Commercial Relations & Exports Dept., Board of Trade, Thames House North, Millbank, London, S.W.1.

British Representation in Venezuela :—The Embassy is at Caracas. (Ambassador : Sir Robert Urquhart, K.B.E.). There are Consulates at Ciudad Bolívar, Carúpano, La Guaira, Maracaibo, Puerto Cabello and Valencia, Caripito, Las Piedras, and Puerto de la Cruz.

Venezuelan Representation in Great Britain :—The Embassy is at Flat 6, 3, Hans Crescent, London, S.W.1. (Ambassador : Dr. Carlos Sosa Rodriguez). The London Consulate-General is at 3, Cadogan Square, S.W.1., and the Liverpool Consulate-General at 625, Tower Building, Water Street, Liverpool, 3. There are Consulates also at Birmingham, Cardiff, Glasgow and Southampton.

The **United States of America** are represented in Venezuela by an Embassy and Consulate at Caracas, with Vice-Consuls at La Guaira, Maracaibo, and Caripito.

MEAT FROM SOUTH AMERICA.

The cattle and sheep-raising industries in the southern half of the continent form the basis of a great export trade in refrigerated and canned meat. The herds and flocks of the main countries are estimated to be :—

		Cattle.	Sheep.
Argentina	.. ..	43,000,000	50,000,000
Uruguay	.. ..	8,000,000	23,000,000
Brazil	.. ..	50,178,000	10,500,000

Livestock in the northern half of South America are, for various reasons, of less interest as potential supplies of beef and mutton for consumption overseas, important as they are from other points of view. Colombia and Venezuela have a large number of cattle, and there are an estimated 17,278,000 head of sheep in Peru.

More than half the meat sold in Smithfield Market in peace time comes from South America. So does approximately one-third of all the butchers' meat consumed in Great Britain and Ireland. About 80 per cent. of the world's export beef normally comes from the cattle ranches of South America.

Since 1939 chilled beef has not been shipped to England, but frozen only. This economises shipping space, and the frozen meat can be held for a long time in cold storage as a reserve. Arrangements are now being made, however, for the resumption of chilled beef shipments, but there are difficulties at both ends, and to start with at least the volume will be small.

The extent of the supplies and the studied organization of the meat trade allow of continuous operation, with consequent economy. Thus, the meat refrigerating works in Argentina can treat probably 25,000 head of cattle and over 50,000 sheep daily. Four similar works in Uruguay are able to deal with 4,000 head of cattle daily, and five others in Brazil with 6,000 head of cattle.

The cattle providing the best chilled beef are steers of about 2½ years. The supplies of cattle are classified as chillers, freezers, continentals (lean animals for freezing and sale in normal times to Europe), and canners, used for canned and sun-dried meat. The slaughter and dressing of the carcasses is done upon the most approved system by a minute subdivision of labour.

Of the 17 freezing works in the Argentina, 11 are on the River Plate, 1 at Bahía Blanca, and 5 in Patagonia. About a million cattle and 700,000 sheep are treated in Uruguayan freezing works and these, although outside Argentine jurisdiction, form an integral part of the River Plate meat trade.

The following table of cattle slaughterings in Argentina (in thousands of head), shows very clearly the falling percentage killed for export and the great increase of slaughterings for home consumption during recent years :—

Years	Total	For export	Slaughterings		%
			%	For local consumption	
1939	7,456	2,528	34	4,928	66
1942	7,138	2,647	37	4,490	63
1945	5,975	1,293	22	4,682	78
1947	8,733	2,449	28	6,284	72
1948	8,597	1,755	20	6,842	80
1949	8,931	1,693	19	7,238	81
1950	9,396	1,807	19.2	7,589	80.8

Average Argentine consumption of meat per head of population is now 150 kilos (330 lb.) a year, as compared with 70 kilos (154 lb.) in the United States, and 68.5 lb. in Great Britain.

Unofficial figures for the export of meat from the "frigorificos" during 1949 and 1950 are as follows :—

	1950	1951
Frozen Beef, Quarters ..	2,642,469	1,652,582
Frozen Mutton, Carcases	232,220	118,688
Frozen Lamb, Carcases ..	1,147,849	788,436
Meat preserves, m. tons ..	114,747	—

Within a few years South America has become one of the greatest beef producing centres of the world, and a mutton and lamb producer of no mean importance. The quality of the latter is not yet comparable with Southdown mutton or Canterbury lamb, but in beef Argentina has no prospective rival capable of producing such good quality at such low prices. No country in the world is so well equipped by nature as Argentina for the production of the type of beef that appeals to the English palate. The alluvial plains of the Argentine on which alfalfa grows so readily, and the equable climate enabling cattle to be finished off any day in the year, combine to give Argentina a flying start over all other countries of origin.

Meat is preserved by other means than refrigeration, and a full account of the products of the meat trade must take account of the cooking and canning of meats and tongues, the manufacture of meat extract, sausage and jelly, the salting of beef and pork, the curing of hams, the drying and salting of tripe and other offals. Pork also is exported in a hard frozen condition.

The by-products of the meat trade are more numerous than is generally recognised. Apart from the inedible fats commonly sold as tallow, a variety of edible beef and mutton fats are produced and used to make margarine, lard substitute for cooking and for industrial purposes. According to their kind, bones are used to manufacture bone articles, or to be converted into glue, and the residue of glue making is used to make animal charcoal for sugar refining, black pigments, poultry foods, manures, or to make potters' china. Hair and bristles, horns and hoofs, ox-galls, dried blood, sausage casings and the various glands are all utilized.

CABLE FACILITIES.

There are adequate cable facilities which link South America with the rest of the world.

The direct cables between South America and the United Kingdom are operated on the East Coast by the Western Telegraph Company, Ltd., and on the West Coast by the West Coast of America Telegraph Company, Ltd. Both these Companies are associated with Cable & Wireless, Ltd., the only All-British route which brings South America into direct contact with all parts of the world. The speed and accuracy achieved by this great British enterprise in the transmission and delivery of telegrams has been obtained by the use of the most modern apparatus and up-to-date methods of working throughout the whole of its world-wide system. Travellers wishing to avail themselves of the All-British route should mark their telegrams with the free routing indication "*Via Imperial.*"

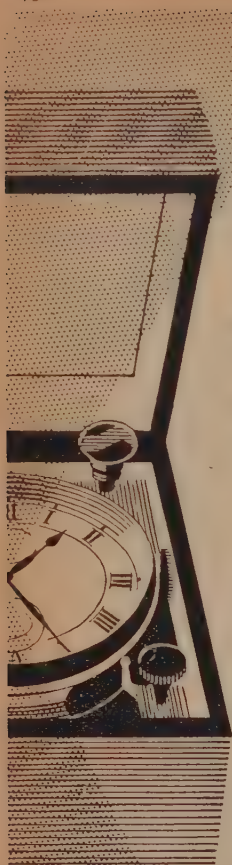
Information and assistance in connection with the despatch of overseas telegrams can be obtained from any of the Companies' Offices. The addresses of these offices may be found in this book under each town where cable facilities are available.

The Transradio Chilena transmits telegrams to all parts of the world and to ships at sea from Chile.

All America Cables and Radio Inc., and its affiliates maintain fast and accurate telegraphic communication between Latin America and the rest of the world. The Company has its own offices in all the principal cities of Central and South America and the West Indies and, with the Commercial Cable Company and Mackay Radio Telegraph Company, forms part of the American Cable and Radio System.

In Latin America messages should be routed "*via All America*" ; and in the United Kingdom "*via Commercial.*"

The various classes of messages and the rates charged are the same as by other routes, and all information can be obtained upon enquiry at the various offices of the All America Cables and Radio Inc., or at any of the offices of The Commercial Cable Company in the United Kingdom.



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PETROLEUM IN LATIN-AMERICA.

It is calculated that the Western hemisphere provides five-sevenths of the world's supply of mineral oil. There are well-recognized geological similarities between the northern and southern American continents, and oil production increases in South America. The comparative production of the republics can be seen in this table of the oil they produced, in thousands of barrels, daily, during 1949 and 1950 :—

	1949	1950
Venezuela	1,321.4	1,498.0
Colombia	81.5	93.1
Argentina	63.5	64.0
Trinidad	56.5	55.6
Peru	40.5	41.2
Ecuador	7.2	7.4
Bolivia	1.9	1.7
Cuba	0.3	0.3
Brazil	0.3	0.8
Chile	0.4	1.2
Total	1,573.5	1,763.3

It is noteworthy that the principal sources of oil in South America are near the coast, but the most productive Colombian source is 350 miles inland in the Middle Magdalena region. In Venezuela the supplies are obtained in the area around Lake Maracaibo ; in Peru, and in Ecuador from the narrow seaboard, and in Argentina from the coast of Chubut.

The largest recent developments have been in Venezuela, and the fields of the Lake Maracaibo area have reached an output which makes the country second among the producing countries of the world. The Mene Grande field, the first to be developed, is some twelve miles inland from the lake shore. Mr. Campbell Hunter reports the wells to range from 1,000 to 2,700 feet in depth ; the oil is asphaltic, of about .956 specific gravity. The La Rosa field on the east shore of the lake was hardly developed at all before 1922, when a single well gave 1,000,000 barrels in nine days. In the El Mene field, 33 miles inland from the eastern lake shore, oil strata 200 feet thick are found at 800 to 1,200 feet depth.

In Colombia the output of little more than one million barrels in 1925 advanced to 34.1 millions in 1950 as the result of extensions in drilling along the Magdalena and Carare Rivers and the enlargement of the pipeline which takes the oil to the coast. Providing pipelines hundreds of miles long in a tropical country is itself a task of great magnitude calling for large capital and high engineering skill.

In the northern oil zone of Peru, between Tumbes and Paita, oil is found at four levels known respectively as the Zorritos, Lobitos, Negritos and La Brea horizons, extending to 17,000 feet in depth. The coarse and porous sandstones of these strata are saturated with oil and in general there is no water.



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INSURANCE IN LATIN-AMERICA.

AS LATE as the beginning of the present century, in practically all of the Latin-American countries, foreign insurance companies received substantially the same treatment as did other commercial organizations. Codes of Commerce contained the principal conditions with which they had to comply, generally involving no more than registration and publication of annual balances. In addition, they were subject to ordinary taxes. The concept of the commercial character of insurance companies is still retained generally, as are many formal requirements set forth in the Commercial Codes. At present, however, almost all of the legal systems contain special insurance provisions.

The laws of Chile, Costa Rica, and Uruguay preclude the admission of foreign companies not already licensed to do business. Under certain circumstances, foreign insurance companies can participate through reinsurance, but the bar is absolute as to initial authorization to write direct insurance.

The Chilean law expressly declares that insurance can be written only by national companies, while permitting the established agencies of foreign underwriters to continue operations. There is a Government reinsurance monopoly, La Caja de Reaseguradora, with which all insurance companies are required to reinsure a portion of all business done in the country. Insurance of every class is declared

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to be a Government monopoly in Costa Rica, although in respect of some lines the monopoly has not yet been made exclusive. Uruguay likewise prohibits the admission of foreign companies pursuant to a monopolistic policy instituted in 1911. In Peru, foreign insurers can only operate through Peruvian subsidiaries in which they can only hold a minority interest, and a majority of the directors must be Peruvians.

Brazil, Colombia, the Dominican Republic, Mexico, and Puerto Rico have what may be termed unified insurance codes. Here the principal rules governing the qualification and operation of insurance companies have been consolidated into single texts which, together with their corresponding administrative regulations, furnish an almost complete specification of the requirements with which the foreign insurance company must comply.

In these countries insurance companies are under relatively close governmental supervision and formal, as well as substantive requirements are highly developed. Each law provides for the creation and maintenance of a special insurance department or section.

Operations of insurance companies in Brazil are supervised by the National Department of Insurance (Departamento Nacional de Seguros Privados e Capitalização). Reinsurance is controlled by the Government through the Reinsurance Institute of Brazil (Instituto de Resseguros do Brasil), with which insurance companies, both national and foreign, are required to reinsure a portion of their premium income.

Life insurance is sold only by Brazilian companies, one of which, it has been estimated, does about 70 per cent. of the business. The principal nonlife branches are fire, transport, and workmen's compensation insurance. The last-named is written only by Brazilian companies and under a recent law is to become part of the social insurance system on January 1, 1954, after which it is to be sold only by the Brazilian social security institutes.

Mexico, as late as 1935, enacted a new insurance code, the provisions of which were so drastic that many foreign insurance companies withdrew from that country. The code was considerably modified in 1940.

In Argentina the supervision of insurance companies, with the purpose of seeing to their solvency and to the protection of their policyholders, has been exercised essentially by the Superintendency of Insurance (Superintendencia de Seguros de la Nación) of the Ministry of Hacienda. As part of this control, laws have been in effect for many years which require insurance companies wishing to do business in the country to obtain the approval of the Superintendency, after filing pertinent financial data, making qualifying guaranty deposits, and the like. In addition, policy forms and premium rates are subject to the approval of the Superintendency, detailed periodical returns must be made, designated book-keeping procedures must be followed, and technical reserves must be set up. Furthermore, the kinds of investments in which capital and reserves may be invested are regulated by law and are subject to the supervision of the Superintendency.

A new insurance law, designed to restrict the activities of foreign



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insurance companies, was enacted in 1947. Its basic objective appears to be to keep as much insurance business as possible within Argentina. Among the more important of its provisions were: (1) the establishment of a Government reinsurance monopoly (Instituto Mixto Argentino de Reaseguros) with which foreign insurance companies must reinsure 30 per cent. of all their Argentine business, while Argentine companies enjoy more favourable treatment in the placement of their reinsurance; (2) the reservation to Argentine companies exclusively of the insurance of businesses operating under Government license, concession, or franchise; (3) the prohibition against the insurance abroad of persons and property within Argentina; and (4) the requirement that goods imported into Argentina at the risk of the importer and goods exported at the risk of the exporter be insured in Argentine companies, with certain exceptions. In 1951 basic rates were announced for the marine insurance of imports, the declared purpose being to avoid competition in rates as "contrary to the principles of sound insurance."

Workmen's compensation insurance is not compulsory, except in certain building contracts with the Government. The Workmen's Compensation Act, law No. 9688 of 1915, as amended, requires employers in certain specified industries to indemnify employees in cases of accident and certain illnesses contracted during work. The employer may transfer his liability to an insurance company, if desired.

Third-party automobile liability insurance is not compulsory, except in the case of certain Provinces which have decreed compulsory insurance for passenger and cargo transport by motor vehicles (taxicabs, buses, trucks, and the like).

In the remaining countries special insurance regimes have grown up as the exigencies of the times dictated. Under most of them, foreign companies are required to obtain executive authorization as a prerequisite to the establishment of an agency or branch, to appoint and maintain a local representative, to constitute guaranty deposits, to pay special taxes, and in some countries to maintain specified reserves and invest their funds in local securities. Governmental supervision of a special character is found in most.

In Cuba, although the provisions have not been codified, they are especially numerous and comprehensive. Peru regulated her insurance business by Law No. 9796 in 1943, and Law No. 9952 in 1944, and Venezuela did likewise in 1938-39. Regulations governing insurance in Ecuador are contained in decree No. 130 of 1938. A number of countries have been studying various foreign insurance systems for the purpose of drafting an insurance code suited to their particular needs.

With a few exceptions, the laws require foreign insurance companies to obtain executive authorization before commencing business. This means that application must be made to the executive authority, through the proper administrative department or office. Upon favourable action by the latter and the company's compliance with substantive requirements, authorization

is issued by publication in the official journal. In countries where the only requirement is inscription in the registry of commerce, articles of incorporation, by-laws, and balance sheets must be recorded.

The requirement of initial deposits is a common one. These vary in amount, depending upon the country and class of insurance. In Brazil, for instance, companies are divided into but two classes, while Argentina has eight branches.

Most of the insurance codes specify requirements as to minimum capital. It is only when the law requires the establishment of a separate capital for local operations that the requirements are likely to prove burdensome to foreign companies.

In a number of countries the law provides that life companies shall maintain "mathematical" or "actuarial" reserves. Some countries treat life insurance in the same manner as fire, marine and casualty companies being required to set aside a specified percentage of premium as reserves.

The matter of investment restrictions is becoming increasingly important to foreign companies. Initial deposits must be either made in cash or invested locally. Insurance codes specify the types of investments permitted. In general, these include bonds of the national debt, provincial and municipal bonds, first mortgage on real estate, real estate up to a certain percentage, loans on policies, and bonds and stocks of commercial and industrial entities.

Typical of Latin-American regulation and restriction is Colombian decree No. 1,403, of July 8th, 1940, which requires that capitalization for life assurance companies should be 150,000 pesos. Marine and fire companies must capitalize separately for both risks—that is, 200,000 pesos for fire and 200,000 pesos for marine (transport). Requirements for other branches of insurance are: automobile, air-plane, and third party liability, 100,000 pesos; accident and health, 100,000 pesos; any other line of insurance (fidelity, surety casualty, and workmen's compensation), 50,000 pesos.

The capital, reserves, or funds in general of Insurance companies must be invested in certain prescribed ways.

Much the same pattern applies to Venezuela, where insurance companies are supervised by the *Fiscalia de las Empresas de Seguros*, part of the *Ministerio de Fomento*. No company can carry on business without the permission of the Ministry. Both Venezuelan and foreign companies are subject to qualifying deposit requirements (Bs 600,000 for life insurance, Bs 200,000 for non-life insurance for foreign companies, paid in cash, Venezuelan Government bonds, or approved securities into a designated bank). Premium reserves must be invested in prescribed ways. Premium rates are set and policy forms devised by the companies but must be approved by the Ministry. Companies must keep their accounts in Spanish according to a set system.

MARINE INSURANCE. THE "CLUBS."

There are quite a number of risks—in particular, war losses and Shipowners' third party liabilities—which are not included in the ordinary Policies of Marine Insurance. These risks are undertaken by Shipowners' Mutual Assurance Associations, commonly known as "The Clubs."

So far as British ships are concerned, the risk of war, excluded from Marine Policies by the F.C. & S. Clause, is almost entirely covered with the War Risks Clubs, H.M. Government granting a large percentage reinsurance of the Clubs' liability for King's Enemy risks and, in important respects, *e.g.* the fixing of values and premiums controlling them. The peace-time activities of the War Risks Clubs are naturally on a small scale, but in war-time they become of paramount importance. That part of the risk not reinsured by the Government is retained by the Clubs on a mutual basis, so that calls may be made upon members if original premiums fall short of claims to be met. An agreement for the pooling of premiums and losses is in force between all of the English Clubs, so that British Shipowners as a whole are partners in the scheme.

The third party liabilities are undertaken by the Protecting & Indemnity Clubs. It is a specialised business and there are only fourteen such organisations throughout the world, the majority of them being established in England. Perhaps the principal risk undertaken by the Protecting & Indemnity Clubs is Shipowners'

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liability for loss of life and personal injury, including claims under the Workmen's Compensation Act, which are handled through the medium of the Shipping Federation. Loss of life and personal injury claims are also met with on a considerable scale abroad and the Clubs have expert correspondents in all of the principal ports to deal with such claims on their behalf. Protecting Clubs also cover their members against liability for medical, hospital and repatriation expenses, damage to piers, jetties and other fixed objects, also the cost of removal of wrecks. In addition they protect their members against the one-fourth liability for damage done to another ship or vessel in collision where the Marine Policies limit this cover to three-fourths of such liability under the usual Running Down Clause. Protecting Clubs also undertake the full liability for damage done to other ships or vessels when there is no collision, *e.g.* damage by wash or negligent navigation not resulting in contact between the two ships.

The Indemnity sections of the Protecting & Indemnity Associations are concerned chiefly in Shipowners' liability for damage to and loss of cargo, cargo's contribution to General Average not otherwise recoverable, fines for breach of Immigration Regulations, etc. Such liabilities may amount to very imposing sums of money.

The Protecting & Indemnity Clubs were started about 1860. The War Risks Clubs were started shortly before the outbreak of the Great War in 1914.

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Sao Paulo : Companhia Expresso Mercantil, Avenida Ipiranga 692/696.

Santos : Companhia Expresso Mercantil, Rua 15 de Novembro 182.

Uruguayan Agents : Montevideo : S. A. Financiera y Comercial, J. R. Williams (Montevideo), Solis 1533.

Buenos Aires : Blue Star Line de la Argentina, Avenida Roque Saenz Paena 559. (See p. 84)

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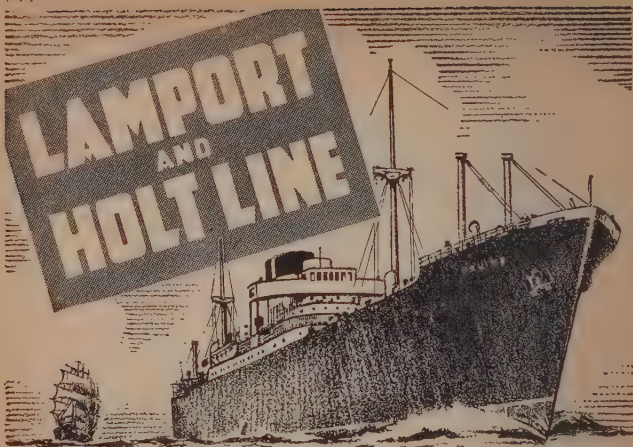
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(See p. xxxv)

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(See p. 384)

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(See p. 744)

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(See p. 170)

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See pp. ix-xii & 746.

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Unique Salvage Plant in South America. High Powered Tugs provided with Wireless Telegraph, Salvage Pumps, Fire-Fighting Appliances, Divers, etc.

It has a Permanent Day and Night Salvage Service in Buenos Aires. Salvage tugs and gear also at La Plata, Mar del Plata, Necochea, Bahia Blanca, Rosario, San Nicolas, Villa Constitución, Concepción, Santa Fe, etc. It has Workshops and Slipways in : Buenos Aires (Avellaneda), Salto and Carmelo (Uruguayan Republic) with all necessary elements for executing any class of Ship Repairs.

Dry Dock : San Fernando (F.C.N.G.B.M.).

Cables : Argnavco Buenos Aires.

(See p. 102)

Cia. de Navegación Fluvial Argentina, S.A.

(In liquidation)

Passenger services to Iguazu and Guala Falls.

Regular Passenger and Cargo Services between : Buenos Aires and Montevideo, and to and from all River Plate, Parana, Paraguay, Alto Parana, Alto Paraguay and Uruguay Ports.

Head Office for both Companies : Av. Corrientes 389, Buenos Aires, Argentine Republic.

(See p. 102)

"Argentina" Cia. General de Navegación, S.A.

Buenos Aires : A. M. Delfino y Cia., 439 Florida.

Passenger and cargo services : Buenos Aires and Patagonian ports—San Antonio, Madryn, Camarones, Comodoro Rivadavia, Deseado, San Julian, Santa Cruz, Gallegos and Magallanes.

Compañía Mercantil y de Transportes "Domingo Barthe."

Head Office : Bolivar 144, Buenos Aires.

Passenger service between Buenos Aires, Asunción, Posadas and Iguazu.

S.A. Importadora y Exportadora de la Patagonia.

Head Office : Avenida Roque Saenz Peña, Buenos Aires.

Fortnightly, Buenos Aires to Magallanes, and intermediate ports. Buenos Aires to Cape Town (South Africa).

(See p. 92)



ROYAL INTEROCEAN LINES

(KONINKLIJKE JAVA-CHINA-PAKETVAART LIJNEN N.V.)

MAINTAINS PASSENGER AND FREIGHT SERVICES

JAVA-CHINA SERVICE.—Indonesia, Philippines, Hongkong, Amoy, Shanghai, North China, Korea and return.

JAVA-JAPAN SERVICE.—Indonesia, Japan and return.

SUMATRA-MALAYA-CHINA SERVICE.—Belawan Deli, Penang, Singapore, Hongkong, Swatow, Amoy and return.

MALAYA-INDONESIA-AUSTRALIA SERVICE.—Singapore, Java ports, East Australia, Java ports, Singapore, Port Swettenham, Penang.

MALAYA - INDONESIA - WESTERN AUSTRALIA SERVICE.—Singapore, Java ports, Fremantle, West Australian ports, Singapore.

ASIA-AFRICA-SOUTH AMERICA SERVICE.—Japan, Shanghai, Hongkong, Philippines, Indo China, Siam, Indonesia, Singapore, Penang, Reunion, Mauritius, Madagascar, East and South Africa; East Coast of South America and return.

Head offices :

AMSTERDAM

"Het Scheepvaarthuis"



HONGKONG

188/191 Connaught Road, West

BUENOS AIRES Representative R.I.L. for South America
424, Sarmiento, P.O. Box 927.

General Representatives for Great Britain:

KELLER, BRYANT & CO.

9/13 Fenchurch Buildings, Fenchurch Street, London, E.C.3

General Passenger Agent:

D. H. DRAKEFORD

60 Haymarket, London, S.W.1

Argentina State Merchant Fleet.

The fleet has 27 ships with a capacity of 160,000 gross tons, of which 150,700 are in ocean service and 9,300 in coastal trade. It has a regular steamer service between Neuquen and Carmen de Patagones on the Rio Negro.

BRAZILIAN.

Amazon River Steam Navigation Company (1911).

Head Office : Caixa Postal 469, Pará.

London Correspondents : Binder, Hamlyn & Co., 12 South Place, E.C.2.

Chief Services : This company maintains cargo and passenger services on the Amazon and its principal tributaries, the Purus, Madeira, Tapajoz, Oyapock, Pirabas, Javary, Jurua, and the Negro Rivers. Its services connect Para with Manaos, Cobija, Porto Velho, Itatuba, Oyapock, Pirabas, Iquitos, and other river ports.

Companhia Commercio e Navegação.

(Pereira Carneiro & Cia, Ltda.)

Cargo services along the Brazilian coast.

Companhia Nacional de Navegação Costeira. (Govt. owned.)

Head Office : Caixa do Correio 1932, Rio de Janeiro.

Sailings : Coastwise all Brazilian ports ; bi-weekly calls.

Companhia de Viação São Paulo—Matto Grosso.

Head Office : Rua Senador Feijó 4, São Paulo.

500 kilometres trade route between São Paulo and Matto Grosso. Ferry-boat across the Paraná River at Porto Tibiriça. Regular steamship navigation on the Paraná and tributary rivers.

Lloyd Brasileiro.

Head Office : Rio de Janeiro.

Transatlantic Services : Santos to Lisbon, calling at Rio de Janeiro, Victoria, Bahia and Recife. Rio de Janeiro to Cape Town, calling at Santos, Paranagua, São Francisco and Rio Grande in Brazil ; Cape Town, Port Elizabeth and Durban in S. Africa. Service to Italy, in partnership with the Società di Navigazione Italia.

Coastal and River Passenger Services : Manãos-Buenos Aires ; Rio de Janeiro to Laguna, Lagoa Mirim and Matto Grosso (by river) ; Penedo (Alagoas) to Porto Alegre and Corumbá ; Belem to São Francisco. Direct service from Belem (Para) to New York. Also various cargo services.

Autazes Navigation Company.

Head Office : Manãos.

The Autazes Navigation Company have fortnightly sailings from Manãos to Castello, 625 miles, calling at Boca do Autaz, Bom Futuro, Amatary, Coapiranga, Japheim, Paraná, Pantaleão, São Longuinho, Piratininga, Santa Maria and Campo Alegre.

Lloyd Nacional, S.A. (Govt. owned.)

Head Office : Avenida Rio Branco, 20, Rio de Janeiro.

Cargo Services : Calls at Rio de Janeiro, Victoria, Bahia, Maceio, Pernambuco, Cabedello, Maranhão, Pará, Rio Grande do Sul, and other Brazilian ports, and sometimes at Montevideo.

Empresa de Navegação Hoepcke.

Passenger and Cargo services between Rio and ports of Santa Catharina.

Other Brazilian companies include the Comp. Carbonifera Rio-Grandense (11 vessels) ; Navegação Paraná-Santa Catarina (5) ; Rodolfo Souza e Cia (2) ; Soc. Madeireira Ltda. (1) ; Georg Herm Stoltz (1) ; Cia. de Navegação do Baxio São Francisco (7) ; Cia. de Navegação Mineira São Francisco (8) ; Empresa de Navegação São Luiz (6) ; Empresa Clemente C. Catanhede (6) ; Navegação do Alto Tapajós (1) ; Navegação dos rios Mamoré e Guaporé (1) ; Empresa de Navegação Fluvial do Baixo São Francisco (2) ; E. F. Santa Catarina (1).

CANADIAN.

Canadian National Steamships.

Head Office : Montreal. London : 17-19 Cockspur Street, S.W.1.

Passenger, Mail and Freight Services : Montreal and Halifax via Hamilton.



**FAST REGULAR
FREIGHT- REFRIGERATION- AND PASSENGER-
SERVICE:**

**SWEDEN AND
NORTHERN
EUROPE**



**SOUTH AMERICA, east and west coast
Central America and Caribbean Ports
NORTH AMERICA, west coast**

Fleet of 36 motorvessels aggregating 270,000 tons d.w., 28 of which equipped with refrigerated cargo space totalling 2,550,000 cu.ft. Branch offices in London, Paris, Hamburg, New York, Vancouver, Buenos Aires, São Paulo, Santos and Rio de Janeiro. Agents in more than 200 cities.



JOHNSON LINE

REDERI AB NORDSTJERNAN · STOCKHOLM · SWEDEN

Nassau, Kingston to Belize ; also via Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad to Demerara ; freight steamers, Montreal and Halifax to Rio de Janeiro, Santos and Buenos Aires.

CHILEAN.

The Chilean fleet consists of some 60 ships with a registered tonnage of 160,000. At present 21 ships, with 126,000 cargo tons, are on scheduled runs to foreign ports—8 39,000 cargo tons) to other South American Republics, 9 about 65,000 cargo tons) to the United States ; and 4 22,000 cargo tons) to Europe. For coastal shipping, there are about 38 ships and a tonnage of about 70,000 tons in service.

Compañía Chilena de Navegación Interoceánica.

Head Office : Edificio Interoceánica, Plaza Justicia, Valparaíso.

Services : Cargo and Passenger Services between Valparaíso, Buenos Aires, Rio de Janeiro and Callao, *via* Straits of Magellan. (See p. 400)

Compañía Sud Americana de Vapores.

Head Office : Calle Blanco 895, Valparaíso.

Passengers and Cargo : Regular Service between Valparaíso, Callao, Guayaquil, Cristobal, Havana, New Orleans, Baltimore and New York, and between Chilean ports and Liverpool, Le Havre, Antwerp, Hamburg, and Dutch ports.

Compañía de Muelles de la Población Vergara.

Head Office : Calle Blanco 951, Valparaíso.

Services : Service of Cargo Vessels between Valparaíso, and the East Coast of South America. Also a service between South American and Mediterranean ports, with the following itinerary : Callao, Valparaíso, Buenos Aires, Montevideo, Rio de Janeiro, Lisbon, Barcelona, Genoa, returning *via* Marseilles.

Servicio Marítimo de los FF.CC. del Estado.

Head Office : Calle Errazuriz 711. Edificio Estación Puerto, Valparaíso.

Services : Regular Service of Cargo and Passenger Vessels between Valparaíso and Punta Arenas, and Valparaíso and Arica.

Compañía Naviera Haverbeck & Skalwelt S.A.

Head Office : Calle General Lagos 1931, Valdivia.

Office in Valparaíso, Calle Blanco 1002.

Services : Regular Service of Cargo Vessels between Corral and Arica

COLOMBIAN.

The Colombia Railways and Navigation Co., Ltd.

London Office : 15, Broadlands Rd., N.6.

Head Office in Colombia : Barranquilla.

Between Barranquilla, Cartagena and La Dorada, Beltran, and Girardot.

Passenger and Cargo transport on the Cartagena-Calamar Railway and on the Magdalena River and branches.

Compañía Antioqueña de Transportes.

Head Office : Medellín.

Steamers on Magdalena River ; Barranquilla-Girardot.

Flota Mercante Gran Colombiana

Cargo services between Colombia, Ecuador and Venezuela, and from these three republics to the United States, Canada, and the European ports of Bremen, Hamburg, Antwerp, and Amsterdam. Also cabotage in Colombian waters.

Cía. Colombiana de Cabotaje, Ltda.

Engages in the coastwise shipping of Colombia.

COSTA RICAN.

Empresa de Transportes Marítimos del Golfo de Nicoya.

Gulf ports and tributary rivers.

CUBAN.

Empresa Naviera de Cuba, S.A.

Head Office : Havana.

Regular service from Havana to other Cuban ports.

MURPHY COOK & Co.

*Stevedoring
Services*

TRENTON
PHILADELPHIA
CHESTER
WILMINGTON
U. S. A.

FOUNDED 1874

Isle of Pines Steamship Co.

Nueva Gerona, Isle of Pines, Cuba.

Sailings : Leaving Isle of Pines daily (Saturdays excepted) for Batabanó (Cuba),
 Returning daily (Sundays excepted.)

DUTCH**Royal InterOcean Lines.**

(Koninklijke Java-China-Paketaart Lijnen N.V.)

Head Offices : Amsterdam, "Het Scheepvaarthuis." Hongkong, 188-191,
 Connaught Road, West.

Representative for South America : 424 Sarmiento, Buenos Aires. P.O. Box 927.

Representatives for Great Britain : Keller, Bryant & Co., 9/13, Fenchurch
 Buildings, Fenchurch Street, London, E.C.3.

General Passenger Agent : D. H. Drakeford, 60, Haymarket, S.W.1.

Services : (Passenger and freight) : ASIA-AFRICA-SOUTH AMERICA SERVICE.—
 Japan, Shanghai, Hongkong, Philippines, Indo China, Siam, Indonesia, Singapore,
 Penang, Reunion, Mauritius, Madagascar, East and South Africa, East Coast of
 South America and return.

(For full services, see p. 752)

FRENCH.**Cie. Generale Transatlantique.**

Head Office : 6 Rue Auber, Paris, 9me.

London Office : 20, Cockspur Street, S.W.1.

Services : Cargo vessels ply the following route : Hamburg, Bremen, Antwerp,
 La Pallice, Port-au-Prince, Ciudad Trujillo, Port of Spain, Venezuelan outports,
 La Guaira, Puerto Cabello, Curaçao, Maracaibo, Barranquilla, Cartagena, Puerto
 Plata, and return to European ports. The French line also has services from
 Continental ports to Mexico, and the Pacific ports of Colombia, Peru, Ecuador
 and Chile when cargo offers.

INDIA & BURMA.**The Nourse Line.**

Head Office : James Nourse, Ltd., 122, Leadenhall St., London, E.C.3.

Services : Cargo service from India and Burma *via* Cape of Good Hope to
 Trinidad, Barbados, Guadeloupe, Martinique, Jamaica, Puerto Rico, Dominican
 Republic, Haiti and Cuba.

ITALY.**Società di Navigazione "Italia,"**

Head Office : Genoa, Italy.

A monthly passenger service between Genoa and Callao, Peru.

JAMAICA.**Jamaica Direct Fruit Line, Ltd.**

Head Office : 64 Harbour Street, Kingston, Jamaica, B.W.1.

London : Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.3.

Passenger and Cargo Services : Fortnightly, London to Kingston.

Jamaica Banana Producers Steamship Co., Ltd.

Head Office : 64 Harbour Street, Kingston.

London : Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.3.

Passenger and Cargo services.

MEXICAN.**Compañía de Navegación Mexicana.**

Head Office : Apartado 28, Vera Cruz.

Calls at Tampico, Vera Cruz, Puerto Mexico, etc., four times a month.

Cia. Naviera de los Estados de Mexico, S.A. (Mexican States Line).

Head Office : Apartado 53, Mazatlan.

Services : San Francisco and Los Angeles to the principal western ports of Mexico
 and the Gulf of California.

Compania Mexicana de Petroleo "El Aguila," S.A.

Cia. Naveira San Cristobel, S.A. (subsidiary).

Head Office : Apartado 150, Tampico.

Services : Coastwise tugs, river and coastwise launches and barges.

Other subsidiary companies of the "El Aguila" Co. are :

Mexican Mail Steamship Co.

Service between California and Mexican west coast ports.

PERUVIAN.**Corporación Peruana de Vapores.**

Head Office : Callao.

Operates an inter-republican service with 9 vessels (52,000 tons). It has 15 ships (19,944 tons) in cabotage operations, and 18 units (3,628 tons) in the inland waterway service.

SPANISH.**Naviera AZNA, S.A.**

Head Office : Bilbao.

Services : Between Spanish ports and San Juan, Puerto Rico, Curaçao, Barranquilla, Havana, and Mexican ports.

Compañia Trasatlantica.

Head Office : Plaza Medinaceli 8, Barcelona.

Liverpool Agents : Larrinaga & Co., Ltd., 30 James Street.

Sailings from Spain to Canaries, Puerto Rico, Havana, Vera Cruz, New York.

Ybarra Line.

Head Office : Menéndez Pelayo, 2, Seville.

Services : Spain to Brazil, Uruguay, and Argentina ; to Puerto Cabello (Venez) and Curaçao. Spain, Portugal to United States.

STEPHEN RANSOM, Inc.**407-411 West Street,
NEW YORK, N.Y.****MARINE REPAIRS & SUPPLIES**

ESTABLISHED 1866.

Dalzell Towing Company, Inc.**21, WEST STREET, NEW YORK, U.S.A.**

Cable Address : DALZELLINE.

OPEN 24 HOURS A DAY**FOREIGN REPRESENTATIVES:****EASTON & CO.,**
103 West Regent Street, Glasgow,
SCOTLAND.**TITLESTAD & HAUGER,**
Prinsensgate 2, Oslo,
NORWAY.

SWEDISH.**Johnson Line.**

Rederiaktiebolaget Nordstjernan.

Head Office : Stureplan 3, Stockholm.

London Agents : A. Johnson & Co., (London) Ltd., Africa House, Kingsway W.C.2.

Regular Services : (1) Sweden and Baltic Ports to Brazil & River Plate ; 2) Sweden, Finland, Baltic and Antwerp to Puerto Colombia, Panama, Central American Ports, San Pedro, San Francisco and Vancouver ; 3) Scandinavia, Baltic, Hamburg and Antwerp to Venezuela and West Coast of South America.

See p. 754)

Transatlantic Steamship Co., Ltd.

Head Office : Gothenburg, Sweden.

Monthly Service from Pacific Coast : Vancouver-Los Angeles range to Brisbane, Sydney, Melbourne, Adelaide and Fremantle. Passengers and cargo. General Agents, Pacific Coast : General Steamship Corporation. Head Office : 240 Battery Street, San Francisco.

UNITED STATES.**Grace Line.**

Head Office : 10 Hanover Square, New York.

London Passenger Agents : Grace Bros. Ltd., 143 Fenchurch Street, London, E.C.3.

London Freight Agents : E. H. Mundy & Co., Ltd., Walsingham House, Seething Lane, E.C.3.

Passengers, Cargo and Mails ; West Coast Service : New York, Colon, R.P., Panama, R.P., Cristobal, C.Z., Balboa, C.Z., Buenaventura, Guayaquil, Callao, Mollendo, Talara, Salaverry, Africa, Tocopilla, Antofagasta, Valparaiso, Chanaral, Coquimbo, San Antonio.

Passengers, Cargo and Mails ; Carribbean Service : New York, La Guaira, Puerto Cabello, Maracaibo, Barranquilla, Cartagena, Curacao, Aruba, Bonaire.

Cargo : Puget Sound and San Francisco to Mexican, Guatemalan, Salvadorian, Honduran, Nicaraguan, Costa Rican, Ecuadorian, Peruvian and Chilean ports.

Cargo : San Francisco to Corinto via intermediate ports.

American Republics Line.

Head Office : 5 Broadway, New York, N.Y.

Service : North and South Atlantic ports to Brazil and River Plate ports.

A. H. Bull & Co.

Head Office : 115 Broad Street, New York, N.Y.

Services : (1) New York to Puerto Rican and Dominican Republic ports ; (2) Baltimore, Philadelphia, and Norfolk to Puerto Rican ports ; (3) Jacksonville and Charleston to Puerto Rican ports ; (4) local service between San Juan, Puerto Rico, and the Virgin Islands.

Pope & Talbot, Inc.

(Pacific Argentine Brazil Line, Inc.)

Head Office : 320 California St., San Francisco, Cal.

Service : United States Pacific coast ports to Puerto Rico, Trinidad, Barbados, Rio de Janeiro, Santos, Montevideo, and Buenos Aires.

Westfal-Larsen Company Line.

Head Office : Westfal-Larsen & Co., A/S Bergen, Norway.

Pacific Coast General Agents : General Steamship Corp., Ltd., 432 California Street, San Francisco, 4.

Services : From Vancouver and U.S. Pacific Coast to Callao, Antofagasta, Valparaiso, San Antonio, Montevideo and Buenos Aires. Monthly freight and passenger service.

Independence Line.

Head Office : General Steamship Corporation, Ltd., 432, California Street, San Francisco, 4.

Services : From Vancouver and U.S. Pacific Coast to Mexico, Central America, Colombia and Venezuela. Monthly freight service.

Gulf & South American Steamship Co.

Head Office : New Orleans, Louisiana, U.S.A.

This steamship company is owned by Lykes Bros. Steamship Co., and Grace Line, Inc. Its cargo service links New Orleans, Houston, Galveston, Texas City, and other Gulf ports with major West Coast South American ports, including Buenaventura, Guayaquil, Callao, Mollendo, Arica, Antofagasta, Valparaiso, San Antonio and Talcahuano.

United Fruit Co.

Head Office : Pier 3, North River, New York, N.Y.

Services : United States Atlantic and Gulf ports to Cuba, Jamaica, Colombia, Costa Rica, Nicaragua, Honduras, British Honduras, Guatemala, and Panamá Canal Zone.

Waterman Steamship Co.

Head Office : Mobile, Ala.

Service : United States Gulf ports to Puerto Rican ports.

Norton Line.

Managers and General Agents : Norton, Lilly & Co., 26 Beaver Street, New York.

Sailings : Fortnightly New York to Buenos Aires direct. Northbound monthly, with passenger accommodation, from the Plate to New York, Philadelphia and Baltimore.

In addition the American President Lines, round-the-world passenger liners call at Habana, Balboa, and Cristóbal after leaving New York ; the Panamá Pacific Line's passenger ships in the inter-coastal service call at the Panamá Canal and Acapulco-Mexico ; the inter-coastal ships of the McCormick Steamship Co. and the American, Hawaiian Steamship Co. frequently stop at Puerto Rico on their eastbound voyages ; the Clyde-Mallory Lines send some of their vessels on cruises to the Caribbean area, during the winter months, and numerous American tankers, many of which carry a few passengers, ply continuously between United States and Latin-American ports.

Panamá Line.

Weekly passenger and cargo service between New York and the Panamá Canal Zone.

Fruit Express Line.

A new monthly steamship service from west-coast ports of the United States to Pacific ports of Guatemala has been inaugurated by the Fruit Express Line, which operates vessels under the Norwegian flag, with headquarters in Seattle. This Line calls at Guatemalan ports on its south-bound trips.

The Royal Netherlands Steamship Company is reported to have opened a service between Havana and ports in Colombia, Ecuador, Peru and Chile.

URUGUAYAN.

Cia. Uruguaya de Navegacion y Transportes Aereos, S.A.

(See also Cia. Argentina de Navegacion Dodero, S.A.)

Head Office : Calle Piedras 351, Esquina Solis, Montevideo. Agency at Salto ; Office in Colonia.

Services : Nightly in either direction between Montevideo and Buenos Aires.

VENEZUELAN.

Compañía Anónima Venezolana de Navegación.

Head Office : Caracas.

Services : (1) A coastal service of irregular itinerary between Maracaibo and Ciudad Bolívar, with calls at all intermediate ports, including Port of Spain, Trinidad ; (2) A passenger and cargo service on Lake Maracaibo ; (3) A passenger and cargo service on the Orinoco and Apure Rivers ; (4) Weekly cargo service between U.S. Gulf ports of New Orleans, Houston and Mobile and La Guaira, Puerto Cabello, and Maracaibo ; (5) New York to the same Venezuelan ports.

Agent at Port of Spain : Juan Antonio van Grieken, P.O. B. 165, 9 Broadway.

Compañía Anónima de Navegación de Carenero.

This company runs a coastal service, three trips a month, from La Guaira to Rio Caribe in three days, calling at Carenero, Piritu, Guanta, Cumaná Porlamar and Carúpano. Cargo and passenger vessel of 1,800 tons. On the return journey the vessel calls at the same ports.

Caracas and La Guaira Agents : H. L. Boulton & Co., United States representative ; the Isbrantsen Co. Ltd.

BANKING

Note : The Banking Section has, this year, been reduced to details of those banks who are advertisers.

Bank of London & South America Limited.

Founded 1862.

SHARE CAPITAL

Authorised—

1,010,000 Shares of £5 each £5,050,000

Issued—

1,010,000 Shares of £5 each converted into Stock £5,050,000

RESERVE £3,000,000

Head Office : 6, 7, and 8 Tokenhouse Yard, London, E.C.2.

The Bank, which is associated with Lloyds Bank Limited, has Branches throughout South and Central America, Portugal and Spain. There are also Branches in Paris, Bradford and Manchester, an Agency in New York and correspondents throughout the world. Branches are located at :—

ARGENTINA.

Buenos Aires : Central
Office at 399 Calle Bar-
tolomé Mitre and nine
City branches at :—

Almagro.
Avenida Callao.
Avenida Nueve de Julio.
Avenida Santa Fé.
Barracas.
Boca.
Calle Lavalle.
La Paternal.
Once.

BRAZIL.

Rio de Janeiro.
Bahia.
Belém.
Belo Horizonte.
Curitiba.
Fortaleza.
Maceió.
Manáus.
Pelotas.
Porto Alegre.
Recife.
Santos.
São Paulo.
Vitória.

EL SALVADOR.
San Salvador.

GUATEMALA.
Guatemala City.

NICARAGUA.
Managua.

PARAGUAY.
Asunción.

PERU.
Lima.

URUGUAY.
Montevideo
(Central Office)
Aguada
sub-office in Montevideo
Mercédes } (Agencies in
Paysandú } the Interior)
Salto

CHILE.

Other Branches in Argen-
tina :—

Santiago.
Concepción
Punta Arenas.
Valparaiso

Avellaneda.
Azul.
Bahia Blanca.
Comodoro Rivadavia.
Córdoba.
Mar del Plata.
Mendoza.
Rio Gallegos.
Rosario.
Santa Fé.
Trelew.
Tucumán.

COLOMBIA.

Bogotá.
Barranquilla.
Cali.
Medellín.

ECUADOR.

Guayaquil.

VENEZUELA
Caracas

PORTUGAL.
Lisbon
Oporto.

SPAIN.
Madrid.
Barcelona.
Seville.
Valencia.

BRADFORD BRANCH 19, Sunbridge Road
MANCHESTER BRANCH 36, Charlotte Street
PARIS BRANCH 9, Rue du Helder
NEW YORK AGENCY 34, Wall Street

(See page ii)

Banco Lowndes.

Capital and Reserves Cr\$26,152,764,50
Head Office : Edificio Lowndes, Av. Presidente Vargas 290, Rio de Janeiro.
(See page 207)

BANCO PORTUGUÊS DO BRASIL S.A.

**Founded in
Rio de Janeiro**



in 1918

CAPITAL Cr\$50.000.000,00

FULLY PAID IN

RESERVES—Cr\$60.481.306,10

BOARD OF DIRECTORS :

Ernest G. Fontes, Chairman

Raymundo O. de Castro Maya	Director
Evaristo M. de Novaes	"
T. Marcondes Ferreira	"
Ruy Lowndes	Director-Manager
Alberto de Faria Filho	" "
Ernesto da Cruz Soares	" "

Head Office—

Rua Candelaria, 24, Rio de Janeiro

Metropolitan Agencies—

**Av. Graça Aranha, 206-B
& Rua Mariz e Barros, 60-B**

São Paulo Branch—

Rua 15 de Novembro, 194

Santos Branch—

Rua 15 de Novembro, 122

**CORRESPONDENTS IN ALL THE PRINCIPAL
CITIES OF THE WORLD.**

All classes of Banking business

Banco Nacional de Descontos, S.A.

Capital and Reserve Fund Cr\$75.000.000,00
 Head Office : Rua da Alfandega, 50, Rio de Janeiro. (See page 324)

The Chase National Bank of the City of New York.

Established 1877.

Capital \$111,000,000
 Surplus and undivided profits (31/12/50) \$242,007,007
 Head Office : Pine Street Corner of Nassau, New York, N.Y., U.S.A.
 Overseas Branches : Three in London, two in Havana, one each in Frankfurt/
 Main, Heidelberg, Stuttgart, San Juan, Panamá, Colon, David, Cristóbal, Balboa,
 Tokyo, Osaka. Offices of Representatives : Mexico, D.F., Buenos Aires, Rome,
 Cairo, Bombay.

THE CHASE BANK (affiliate) : Paris.

(See page 489)

The Royal Bank of Canada.

Established 1869.

Capital paid up \$35,000,000
 Reserves and undivided profits \$60.481.306,10

Head Office : Montreal. 701 Branches in Canada.

London : 6 Lothbury, E.C.2, and Cockspur Street, S.W.1.

Paris : 3 Rue Scribe. U.S.A. : New York.

Argentina : Buenos Aires. Brazil : Pernambuco, Rio de Janeiro, Santos, São Paulo. British Guiana : Georgetown, New Amsterdam, MacKenzie. British Honduras : Belize. Colombia : Barranquilla, Bogotá, Cartagena, Medellín. Peru : Lima. Uruguay : Montevideo. Venezuela : Caracas, Ciudad Bolívar, Maracaibo.

Cuba : Puerto Rico, Dominican Republic : Haiti : 27 branches.

British West Indies : 12 branches.

(See page liv)

Banco Portugues do Brasil, S.A.

Established 1918.

Capital Cr\$50.000.000,00
 Reserve Cr\$60.481.306,10

Head Office : Rio de Janeiro. Branches : São Paulo and Santos.

London Agents : Midland Bank Ltd.

(See page 762)

Banco de Crédito Real de Minas Gerais, S.A.

Established 1889.

Capital Cr\$70,000,000
 Reserve Fund Cr\$81,000,000

Head Office : Juiz de Fora, Minas Gerais.

London Agents : J. Henry Schroeder & Co.

(See pages 272/3)

Banco Brasileiro Para a América do Sul, S.A.

Capital Cr\$60.000.000,00
 Reserve Cr\$52.000.000,00

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(See page 344)

AIR SERVICES.

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British Overseas Airways Corporation. Head Office : Airways Terminal Buckingham Palace Road, London, S.W.1. Telephone : Victoria 2323.

Services : Passengers and freight.

Routes : London/Lisbon or Madrid/Dakar/Recife/Rio de Janeiro/Montevidéo/Buenos Aires/Santiago de Chile.
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British West Indian Airways Ltd. (B.O.A.C. Subsidiary). Head Office : 17, Chacon Street, Port-of-Spain, Trinidad.

Services : Passengers and freight.

Routes : From Trinidad and/or Kingston services throughout the Caribbean and to Central America, including Belize, Caracas, Puerto Rico, St. Kitts, Martinique, St. Lucia, Grenada, Antigua, Guadeloupe, Barbados, Tobago, Georgetown.

(see page 214)

Air France, 2 Rue Marbeuf, Paris.

Services : Mail, freight and passengers.

Route : Paris, Rio de Janeiro, Buenos Aires, Montevideo, Santiago. Weekly.
Rome, Tunis, Oran, Rabat, Casablanca, Dakar, Recife, Rio de Janeiro, Montevideo. Weekly.

Spanish Iberia Airways Company.

A passenger service. *Route :* Madrid, Villa Cisneros, Natal, Montevideo-Buenos Aires.

Weekly passenger service between Madrid and Caracas (Venezuela).

Note : Two United States non-scheduled carriers, Trans-Caribbean Airways, Inc., and Trans-ocean Air Lines, also offer once-weekly service between Caracas and Madrid *via* Rome.

Linee Aeree Transcontinentale Italiane (LATI).

Passenger service between Maiquetia (Venezuela) and Rome, *via* Seville.

Aerlinee Italiane Internazionali (ALITALIA).

Routes : Rome, Buenos Aires *via* Dakar and Brazil.

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Pan-American Airways, Inc. and Associated Lines, 135 East Forty-second Street, New York 17.

From Miami services radiate out to Cuba and the West Indian Islands ; to Mexico ; to the Central American Republics and the Canal Zone.

From the Canal Zone there is a service through Colombia and Ecuador to Arequipa, Peru. From Arequipa there is a choice of two routes to Buenos Aires. One is the coastal route to Santiago and then eastwards to Buenos Aires. The other—the diagonal route—goes *via* La Paz, Salta, Tucuman, and Cordoba, to Buenos Aires.

A branch runs from Lima (Peru) to Rio de Janeiro through Bolivia.

The east-coast route from Miami to Buenos Aires runs through Cuba and Port of Spain (Trinidad), to the Guianas and to Belem (Brazil), where there is a choice of routes to Rio de Janeiro : the coastal route *via* Natal, or the "cut-off" *via* Barreiras. At Rio de Janeiro the route bifurcates again. One service runs *via* São Paulo to Asunción, and on to Buenos Aires. The other goes *via* São Paulo and Porto Alegre to Montevideo and Buenos Aires.

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Scandinavian Airlines System (SAS).

London Office : 185, Regent Street, W.1.

Routes flown : Stockholm, Copenhagen, Frankfurt, Zurich (or Geneva), Lisbon, Dakar, Recife, Rio de Janeiro, Montevideo, Buenos Aires, and Santiago de Chile. Passengers from London connect at Frankfurt, Zurich or Geneva.

K.L.M. Royal Dutch Airlines, London Office : 202/204, Sloane Street, S.W.1.
West Indies Section : Head Office : Bitterstraat 1-2, Willemstad, Curacao, N.W.1.

Branniff International Airways.

Lima Headquarters : Nicolas de Pierola (Colmena Derecho) 305.

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It is hoped that the following advertisement pages will prove of interest and service to all users of the "Handbook."

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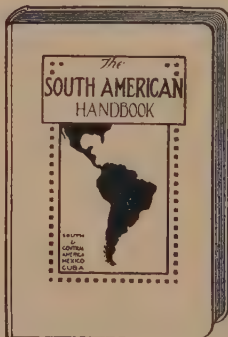
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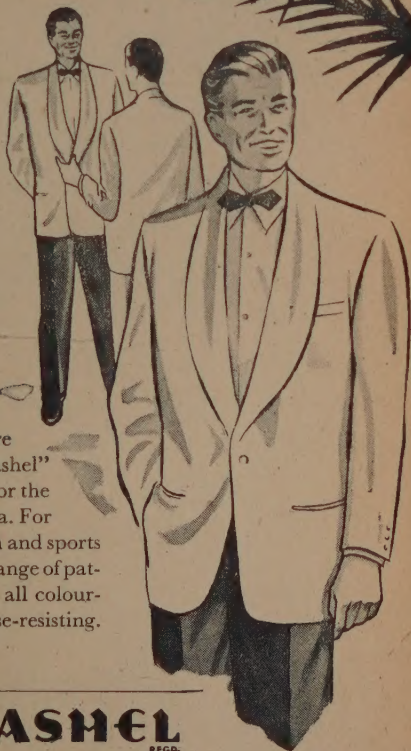
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